

FORTY-SEVENTH ANNUAL REPORT
OF THE
RAILROAD COMMISSION
OF THE
STATE OF FLORIDA

FOR THE YEAR 1943



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COMMISSIONERS

GEO. G. McWHORTER, <i>Chairman</i> , Commissioner;	} Aug. 17,
E. J. VANN, Commissioner;	} 1887, to
WILLIAM HIMES, Commissioner;	} June 13,
JOHN G. WARD, <i>Secretary</i> .	} 1891.

(Commission was abolished by Act of Legislature, 1891; was recreated by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	} July 1,
HENRY E. DAY, Commissioner;	} 1897, to
JOHN M. BRYAN, Commissioner;	} Jan. 3,
J. L. NEELEY, Jr., <i>Secretary</i> .	} 1899.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 3,
JOHN M. BRYAN, Commissioner;	} 1899, to
JOHN L. MORGAN, Commissioner;	} Jan. 3,
J. N. NEELEY, <i>Secretary</i> .	} 1901.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 8,
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.)	
	} 1901, to
	} Jan. 6,
	} 1903.

JOHN M. BRYAN, Commissioner;	} Jan. 8,
JOHN L. MORGAN, Commissioner;	} 1901, to
J. N. NEELEY, <i>Secretary</i> .	} Jan. 6,
(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	
	} 1903.

JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;	} Jan. 6,
R. HUDSON BURR, Commissioner;	} 1903, to
JOHN L. MORGAN, Commissioner;	} Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .	} 1905.

JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;	} Jan. 3,
R. HUDSON BURR, Commissioner;	} 1905, to
JOHN L. MORGAN, Commissioner;	} Jan. 8,
ROYAL C. DUNN, <i>Secretary</i> .	} 1907.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4,
JOHN L. MORGAN, Commissioner;	} 1907, to
NEWTON A. BLITCH, Commissioner;	} Jan. 8,
ROYAL C. DUNN, <i>Secretary</i> .	} 1909.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1909, to Jan. 3, 1911.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	

(S. H. Cobb resigned Sept. 5, 1909 and J. Will Yon was elected as his successor.)

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3, 1911, to Jan. 7, 1913.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1913, to Jan. 5, 1915.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 5, 1915, to Jan. 2, 1917.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

(J. Will Yon resigned August 1, 1917, and Lewis G. Thompson was elected as his successor.)

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1917, to Jan. 7, 1919.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1919, to Jan. 4, 1921.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1921, to Jan. 2, 1923.
NEWTON A. BLITCH, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

Note—Royal C. Dunn was not a candidate for re-election.

Note—Newton A. Blitch died on October 30, 1921, and was succeeded by Hon. A. D. Campbell, effective November 12, 1922.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1923, to Jan. 2, 1925.
A. D. CAMPBELL, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

Note—A. D. Campbell died on February 10, 1924, and was succeeded by Hon. E. S. Matthews, effective February 25, 1924.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 7,
E. S. MATTHEWS, Commissioner;		1925, to
A. S. WELLS, Commissioner;		Jan. 4,
LEWIS G. THOMPSON, <i>Secretary</i> .		1927.
A. S. WELLS, <i>Chairman</i> , Commissioner;	}	Jan. 4,
E. S. MATTHEWS, Commissioner;		1927, to
*R. L. EATON, Commissioner;		Jan. 8,
LEWIS G. THOMPSON, <i>Secretary</i> .		1929
*Died February 27, 1927, and was succeeded by Mrs. R. L. Eaton, under appointment by the Governor for the unexpired term.		
*A. S. WELLS, <i>Chairman</i> , Commissioner;	}	Jan. 8,
EUGENE S. MATTHEWS, Commissioner;		1929, to
MRS. R. L. EATON, Commissioner;		Jan. 6,
LEWIS G. THOMPSON, <i>Secretary</i> .		1931.
*A. S. Wells died December 16, 1930, and was succeeded by L. D. Reagin, appointed by the Governor to serve for the unexpired term.		
EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	}	Jan. 8,
MAMIE EATON-GREENE, Commissioner;		1931, to
*L. D. REAGIN, Commissioner;		Jan. 6,
LEWIS G. THOMPSON, <i>Secretary</i> .		1933.
*L. D. Reagin resigned and Tucker Savage was issued a commission on July 6, 1931, appointing him to serve for the unexpired term.		
EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	}	Jan. 3,
MAMIE EATON-GREENE, Commissioner;		1933, to
*W. B. DOUGLASS, Commissioner;		Jan. 8,
LEWIS G. THOMPSON, <i>Secretary</i> .		1935.
*Tucker Savage, appointed to fill unexpired term of L. D. Reagin, was not a candidate for re-election.		
W. B. DOUGLASS, <i>Chairman</i> , Commissioner;	}	Jan. 8,
EUGENE S. MATTHEWS, Commissioner;		1935, to
JERRY W. CARTER, Commissioner;		Jan. 6,
*LEWIS G. THOMPSON, <i>Secretary</i> .		1937.
Commissioner JERRY W. CARTER was elected chairman for the year 1937.		
*Lewis G. Thompson resigned July 3, 1936, and George L. Patten was elected as his successor.		
JERRY W. CARTER, <i>Chairman</i> , Commissioner;	}	Jan. 6,
EUGENE S. MATTHEWS, Commissioner;		1937, to
W. B. DOUGLASS, Commissioner;		Jan. 6,
GEO. L. PATTEN, <i>Secretary</i> .		1939.
EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	}	Jan. 6,
JERRY W. CARTER, Commissioner;		1939, to
W. B. DOUGLASS, Commissioner;		Jan. 6,
GEO. L. PATTEN, <i>Secretary</i> .		1941.
W. B. DOUGLASS, <i>Chairman</i> , Commissioner;	}	Jan. 6
EUGENE S. MATTHEWS, Commissioner;		1941 to
JERRY W. CARTER, Commissioner;		Jan. 6
GEO. L. PATTEN, <i>Secretary</i> .		1943.

*Commissioner Carter elected chairman Jan. 6, 1943 for a two-year term.

FLORIDA RAILROAD COMMISSION

Tallahassee, Florida

LETTER OF TRANSMITTAL

March 1, 1944.

To His Excellency,
Spessard L. Holland.
Governor of Florida.

Dear Sir:

In accordance with the provisions of the Statutes, we transmit herewith the report of the Railroad Commission of the State of Florida for the calendar year, 1943.

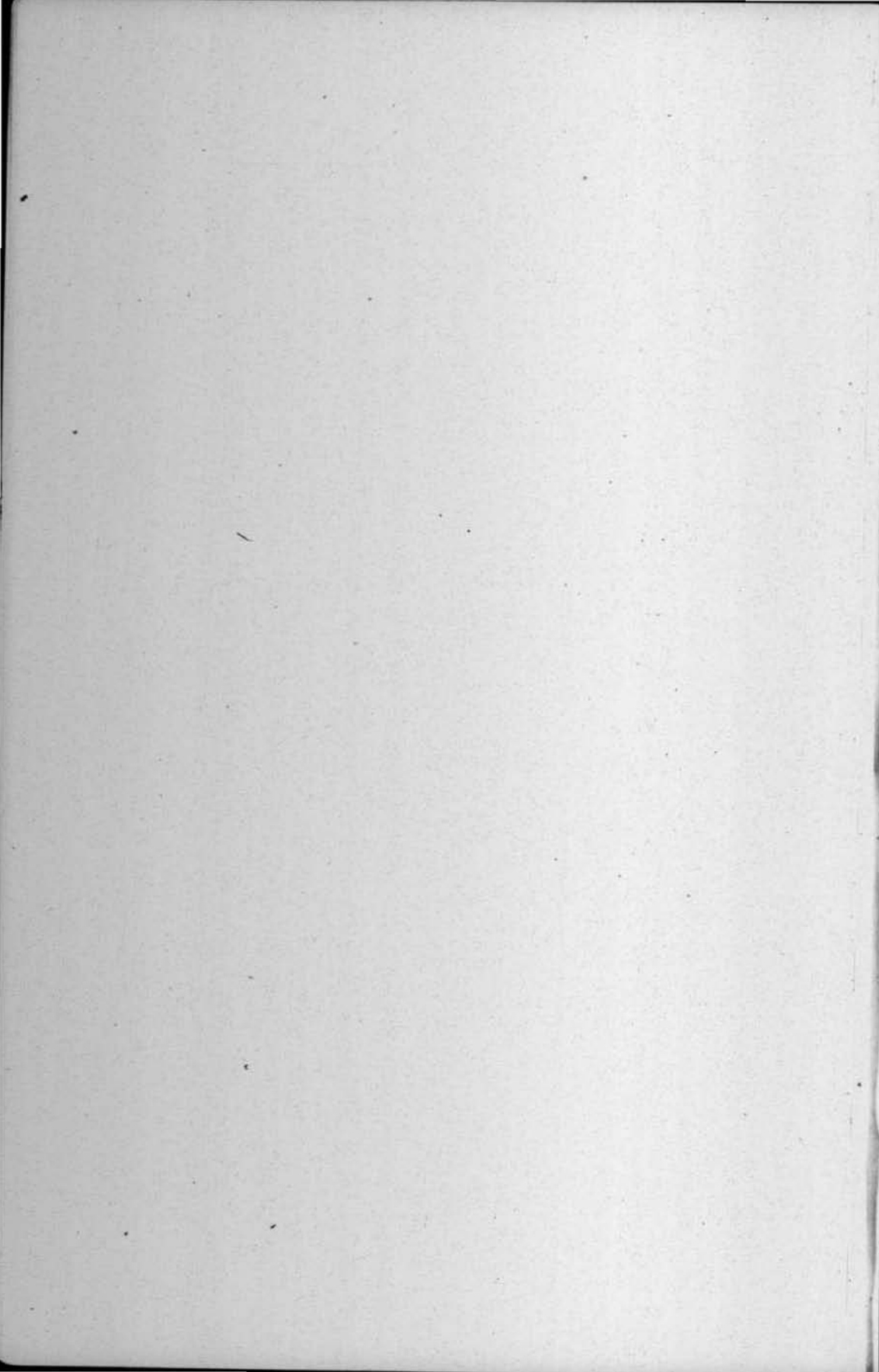
Respectfully submitted,

JERRY W. CARTER, Chairman,
W. B. DOUGLASS, Commissioner,
EUGENE S. MATTHEWS, Commissioner,

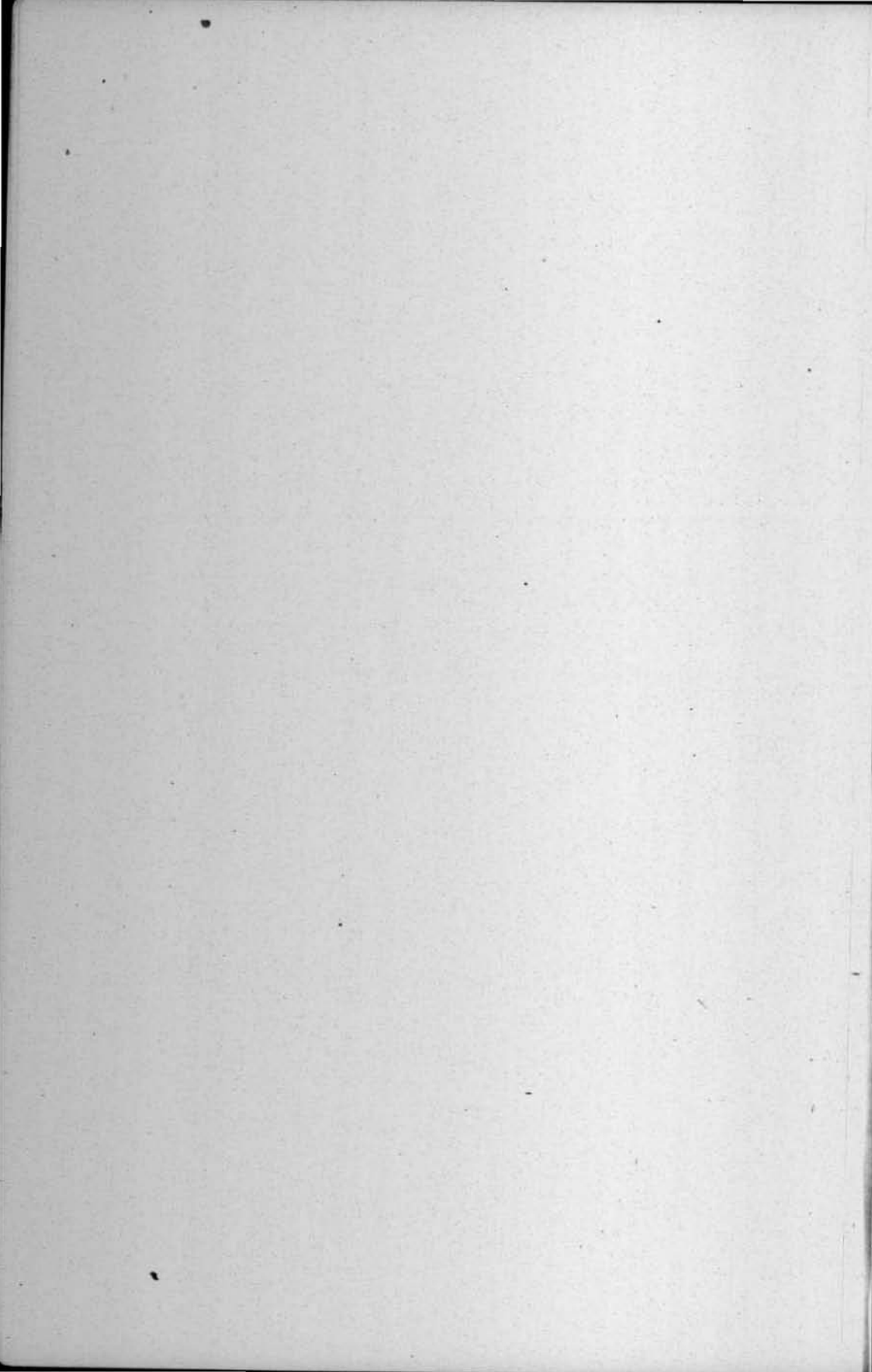
GEORGE L. PATTEN,
Secretary.

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General Orders



ORDER NO. 1365,

DOCKET NO. 1484.

IN RE: APPLICATION OF ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY OF PORT ST. JOE, FLORIDA, FOR AUTHORITY TO CONVERT ITS TELEPHONE SYSTEM AT APALACHICOLA, FLORIDA, FROM A MAGNETO TO A COMMON BATTERY SYSTEM, AND TO INCREASE THE RESIDENTIAL RATES 25¢ PER MONTH

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. St. Joseph Telephone & Telegraph Company, with its principal place of business at Port St. Joe, Florida, has represented to this Commission that it is necessary for it to change its telephone system at Apalachicola, Florida, from Magneto to Common Battery in order that the facilities of the United States Government at the Air Forces Gunnery School at Apalachicola, as well as Long Distance Service from Camp Carrabelle, may be handled more efficiently and advantageously. It further represents that it will be necessary for it to purchase a four-position toll board for Apalachicola and to expend considerable money in order to make this conversion. It has received authority from the War Production Board to purchase this equipment and to make this change.

2. The Telephone Company has filed with this Commission a petition signed by approximately fifty percent of its residential telephone subscribers asking that this change be made and agreeing to pay an additional monthly charge for residential telephones of 25¢ per month. This will increase the present charge of \$2.35 per month to \$2.60 per month.

3. The Commission is of opinion that the conversion of this system from Magneto to Common Battery will be an improvement and result in more efficient telephone service and, therefore, approves the application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that St. Joseph Telephone & Telegraph Company be and it is hereby authorized to convert its telephone system at its exchange in Apalachicola, Florida, from Magneto to Common Battery service and to increase its local rental charge for residential telephones from \$2.35 per month to \$2.60 per month—this increase in rates to become effective upon the installation of the new Common Battery System.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of January, 1943.

ORDER NO. 1366,

DOCKET NO. 1470.

**IN RE: APPLICATION OF LOUISVILLE & NASHVILLE RAILROAD
COMPANY TO CLOSE ITS AGENCY AT LAUREL HILL, FLORIDA.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 796, dated July 1, 1942, this matter came on for hearing before the Railroad Commission of the State of Florida at the Chipola Hotel, Marianna, Florida, on July 21, 1942 at 10 o'clock A. M.

Monroe Campbell, Trainmaster, appeared for the applicant.

No one appeared in opposition.

2. This is the second time this matter has been before the Commission. In June 1940 application was filed and set for hearing on June 19th, and at the request of the Order of Railroad Telegraphers, petition was withdrawn by the Railroad Company in the hope that business would increase. It now appears that business at this office has decreased rather than increased, and this second application has been filed.

3. At the hearing the railroad submitted figures for the period June 1941 to May 1942 inclusive. This statement shows that the total revenues, express, passenger and freight, amounted to \$1864.87. Since the hearing, and at the request of the Commission, revenue figures for June and July were furnished by the applicant. These figures show that with the exception of eleven cars of slag and three cars of asphalt received in June, and one car of asphalt received in July, there was no increase in the business to and from Laurel Hill during these months. This slag and asphalt was to be used by the State Road Department and probably such shipments would not recur.

4. Laurel Hill is located on the Yellow River Branch of the Louisville & Nashville Railroad running between Crestview, Florida, and Florida, Alabama. The testimony was that the revenues obtained from this branch line were very light and do not pay operating expenses of the branch. There was further testimony that there exists a shortage of skilled workmen, especially telegraph operators, on the railroad and that these operators are badly needed at larger agencies.

5. The Commission has carefully examined the record in this case and is of opinion that the application should be granted.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of the Louisville & Nashville Railroad Company to close its agency at Laurel Hill, Florida, be and the same is hereby **APPROVED**.

It is further ORDERED that this cause shall remain open on the docket for such further and other orders as to the Commission may seem mete and proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 22d day of January, 1943.

ORDER NO. 1368,

DOCKET NO. 1465.

IN THE MATTER OF THE APPLICATION OF THE FLORIDA EAST COAST RAILWAY TO ESTABLISH AN ALL-COMMODITY CARLOAD RATE PREDICATED ON THE 6TH CLASS BASIS FROM JACKSONVILLE, FLORIDA, TO MIAMI, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Conformable to Notice No. 794, issued May 21, 1942, the above matter came on for hearing before the Railroad Commissioners for the State of Florida at the Hotel Mayflower in the City of Jacksonville, Florida, on Monday, June 22, 1942, and then and there appeared the following:

R. K. Parsons for Applicant.

T. C. Maurer, J. H. Donnell, Thomas E. Grady, B. M. Brunson, Jr., W. T. Wolfe, W. A. Fox, C. A. Gertner, protestants.

At the opening of the hearing the Seaboard Air Line Railway was permitted to withdraw as joint applicant to the proceedings; such action being in conformity with request from Mr. R. T. Etheridge, Freight Traffic Manager of the Seaboard Air Line Railway in his letter May 29, 1942, to this Commission.

Applicant originally sought authority to establish an "All-Commodity" rate on the sixth class basis of 46 cents per 100 pounds, carload minimum weight 30,000 pounds, from Jacksonville to Miami, Florida. Applicant now wishes to discard proposed rate of 46 cents and seek instead thereof sixth class rate of 54 cents predicated on a first class rate of 135 cents per 100 pounds subject to Tariff of Increased Rates and Charges No. X-148, Agent R. H. Hoke's I. C. C. No. 765. This would produce a rate of 57 cents per 100 pounds.

The proposed rate is designed to apply on traffic, in carloads, which ordinarily would move in less-than-carload quantities on rates sixth class

and higher; and it would also apply as maxima on all kinds of freight in carloads except List of Excepted Articles named on Page 1 of Applicant's Exhibit No. 1. These commodities are not adaptable to loading with merchandise traffic anticipated in the proposal before us. If permitted to become effective, the proposed rate would displace both the present less-than-carload and the present carload rates on a substantial volume of traffic from and to the points in question, thus destroying the existing relation in rates between distributing point and the consuming point.

Freight customarily shipped under All-Commodity rates consists mainly of relatively light and bulky manufactured goods, and normally the goods would move in less-than-carload lots at higher class or commodity rates applicable to the respective articles or mixtures thereof. The general use of rates of this character, if allowed to be brought about, may be expected to have a disastrous effect upon the revenues of all transportation agencies. The application of one level of rates to all commodities without distinction as to value or other transportation characteristics is bound to reduce revenues by sacrificing unnecessarily revenue on high-grade commodities.

The tendency of all-freight or all-commodity rates is to break down the class-rate structure and to render class rates a nullity. Protestant motor carriers contend generally that the proposed rate would disrupt the present equality of rates maintained by the rail and motor carriers. If that statement is accepted as correct, the approval of the all-commodity rate would deprive the motor carriers of traffic and revenue and give that traffic to the rail carriers, thereby causing the rail carriers to perform additional service for which they will receive no additional compensation. Both the motor carriers and the rail carriers would be damaged.

The rate herein proposed, except insofar as it may be used by very few large shippers, none of whom appeared in support thereof, is not the rate which would be charged the owners of the property shipped, but is the rate which would be charged certain freight forwarders. There is no evidence in this record that the owners of property transported under the proposed rate would obtain any saving in transportation charges. The owners of such property would be charged the rates of the carriers on less-than-carload shipments from point of origin to point of destination of the traffic. Forwarders normally depend on the spread between less-than-carload and carload rates to obtain a profit on their operations.

Jacksonville, Miami and Tampa protestants contend numerous of their mercantile establishments sell many commodities in competition with large shippers and would have to pay the higher less-than-carload rates to their disadvantage compared with the lower rate paid by their

competitors. The proposed rate ostensibly is open to the public, but the record contains no evidence that shippers advocate the maintenance of the rate, except insofar as it may serve the purpose of the forwarders. In practical effect the rate can be used by few, if any, shippers except the forwarders. It seems clear that the proposed rate constitutes a device whereby the forwarders, and possibly a few very large shippers who can avail themselves of the rate, will be afforded transportation at a rate lower than the rates which will be charged certain other shippers under substantially similar circumstances and conditions.

It is our duty to promote safe, adequate, economical, and efficient service and foster sound economic conditions in transportation and among the several carriers; and to prevent unfair or destructive competitive practices.

And now on this day the Railroad Commissioners of the State of Florida, having fully considered all of the evidence taken at said hearing, and being fully advised in the premises, do FIND and ORDER as follows:

We FIND that the proposed all-commodity rate, if permitted to become effective, would be unjust and unreasonable and unduly prejudicial and preferential, and unjustly discriminatory.

It is therefore ORDERED that the application be, and it is, hereby, denied.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 20th day of January, 1943.

ORDER NO. 1369,

DOCKET NO. 1479.

IN RE: APPLICATION OF SCOTT M. LOFTIN AND JOHN W. MARTIN, TRUSTEES OF THE FLORIDA EAST COAST RAILWAY COMPANY TO CLOSE ITS AGENCY STATION AT KENANSVILLE, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 804 dated October 7, 1942, this matter came on for hearing before the Railroad Commission of the State of Florida at the Court House in Miami, Florida, on Wednesday, October 28, 1942 at 2:30 P. M.

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John H. Wahl, Attorney; P. L. Gaddis, Superintendent; D. Leer, Superintendent of Stations and Freight Trains, appeared for applicant.

J. W. Lumpkin, General Agent, Miami, Florida, appeared for Railway Express Agency.

James M. Carson, Attorney, Congress Building, Miami, Florida, appeared for the Board of County Commissioners of Osceola County, protestant.

W. J. Leonard and T. A. Leonard of Miami, Florida, also appeared as protestants.

2. On August 1, 1934 the application of the Florida East Coast Railway to close its agency station at Kenansville, Florida, was heard by this Commission. At that time it appeared from the evidence that freight receipts at Kenansville for the twelve months period ended February 28, 1934 amounted to an average of \$582.08; that passenger receipts amounted to \$5.52 and express receipts \$24.17 per month—telegraph receipts \$13.62. Protestants to the closing of the agency testified that the cattle industry in Osceola was centered around the area adjacent to Kenansville and that removal of this station would impede this industry and be detrimental to the whole community. The Commission considered this evidence and, in the hope that receipts would increase at this agency in the future, denied the application.

3. From the evidence in the present case it appears that Kenansville is a station located on the Florida East Coast Railway at a point eighty eight miles south of Edgewater Junction where the branch line leaves the main line near New Smyrna, and is located approximately forty-nine miles north of Okeechobee. It is about thirty-six miles from St. Cloud, a station on the Atlantic Coast Line Railroad and approximately nineteen miles from Holopaw, a station on the Florida East Coast Railway. The testimony further shows that the freight receipts for the period from May 1941 through April 1942 amounted to a monthly average of \$115.11; passenger receipts 60¢ per month; gross express receipts averaged \$36.32 per month and gross telegraph receipts \$10.08 per month. The cost of operating the agency amounted to \$2467.36 for this period—a monthly average of \$205.61. From information sent in by the applicant on direction of the Commission after the hearing, it appears that at the non-agency stations of Yeehaw, Nittaw and Illahaw there were no freight, passenger, express or telegraph receipts, and at the non-agency station of Lokosee there was an average monthly freight revenue of 37¢. The applicant contends that the small amount of business handled at Kenansville can very satisfactorily and efficiently be

handled by the train crew without the services of an agent. It further contends that there is little prospect of an increase in business at this station. That as to the cattle business during this entire period only thirteen cars of cattle were forwarded from Kenansville. The applicant further testified that there is a very acute shortage of station employees due to the war emergency, and that there is great need at other and larger stations for the agent that is now kept at Kenansville. The applicant also introduced as exhibits a large number of letters of solicitation, indicating that the agent at Kenansville had endeavored to build up the business at this station but without success.

4. Protestants contend that Kenansville is located in a territory far removed from other station agencies and that they are dependent on the rail and telegraph service for contact with the outside world. That it would be a decided inconvenience to close this agency. That due to the war emergency, and the rationing of gasoline and tires, it is next to impossible to get truck service, and that rail service is essential to that community. While no definite future freight shipments were promised, many of the protestants were of opinion that if Kenansville is continued as a station agency there would be a decided increase in the shipments of cattle, wood and other freight. Protestants further contend that the cattle pens at Kenansville are inadequate and that no scales are furnished for the purpose of weighing cattle and for this reason Kenansville has not grown as a shipping point for cattle.

5. Applicants, in rebuttal, stated that early in the history of Kenansville very extensive corrals, pens, loading chutes and a three-ton capacity scale was provided at this point. But, in spite of these preparations, very little cattle traffic ever moved from this point and that the railroad was not warranted in continuing such elaborate facilities and they were removed except a small pen which was left for the accommodation of the few cattle that are shipped from this point.

6. The Commission has carefully considered the evidence in this case, and while it realizes that some few shippers may be inconvenienced by the removal of the agent at Kenansville, a majority of the Commission is of opinion that the total receipts at the Kenansville station do not warrant the requirement of an agent, and that the application to close Kenansville as an agency station should be approved.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Scott M. Loftin and John W. Martin, Trustees of the Florida East Coast Railway to close its agency at Kenansville, Florida, be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 19th day of January, 1943.

ORDER NO. 1370,

DOCKET NO. 1415.

IN RE: IN THE MATTER OF COMMUTATION TICKETS OVER GANDY BRIDGE—A TOLL BRIDGE EXTENDING ACROSS OLD TAMPA BAY AND CONNECTING THE SHORES OF HILLSBORO AND PINELLAS COUNTIES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter coming on to be heard by the Commission upon the petition of Gandy Bridge Company to place in effect a commuter's ticket to be used over Gandy Bridge, and the Gandy Bridge Company representing to the Commission that there are a number of workmen living in St. Petersburg and working at the ship building plants in Tampa, and that many requests have been made for a lower rate for these workers passing over the Gandy Bridge; and the Commission having considered the matter, and being of opinion that such commutation tickets should be made available generally to those desiring to use them; and further being of opinion that the use of such tickets would be in the interest of the public in that essential war workers and others using their cars to capacity as advocated by the Government and transporting at least five passengers, would be enabled to use this facility at the low rate of approximately 15¢ per round trip, per person, has approved the application of Gandy Bridge Company.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Gandy Bridge Company be, and it is, hereby authorized to issue commutation tickets to be sold at a price of seventy-five cents (75¢) per round trip for automobile and driver with no count of passengers, and to be sold in blocks of five at a price of Three Dollars and Seventy Five Cents (\$3.75) for five round trips.

It is further ORDERED that said book of tickets shall be transferable and the unused portion thereof shall be redeemable on the basis of the original price paid.

It is further ORDERED that this order shall be and become effective on February 15, 1943, and shall continue in force for the duration of the war, or until the further order of this Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 10th day of February, 1943.

ORDER NO. 1371,

DOCKETS NOS. 1220 and 1418.

IN RE: APPLICATION OF FLORIDA RAIL CARRIERS FOR AUTHORITY TO CANCEL ALL EXISTING COMMODITY RATES AND CLASSIFICATION EXCEPTIONS ON LUMBER AND ARTICLES TAKING THE SAME RATES WITH CERTAIN EXCEPTIONS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1356 dated August 5, 1942, carriers by railroad operating within the State of Florida were authorized and directed to cancel all existing Florida intrastate Commodity Rates and Classification Exceptions on lumber and articles taking the same rates and articles taking the rates made with relation to the rates on lumber, in carloads, between all points on their respective lines in Florida, and to apply thereon in lieu thereof rates and carload minimum weights set forth in Appendix "A" attached to said order and upon a Lumber List attached thereto.

2. On September 11, 1942, upon request of the rail carriers, this Commission conducted a formal conference at Jacksonville for the purpose of discussing certain features of its Opinion and Order No. 1356. This conference had to do principally with certain changes and modifications suggested by the shippers in the matter of the use of Class Rate Groupings, and certain other changes and modifications suggested by the rail carriers having to do with the ordering of 50 foot cars by shippers of box and crate material, shooks, baskets, and hampers, till baskets and till boxes, and the inability of the carriers to furnish such extra length equipment in all cases.

3. By Order No. 1361, dated September 25, 1942, the effective date of Order No. 1356 was extended for a period of thirty days or until November 3, 1942.

4. After the conference described, and on September 30, 1942, the applicant rail carriers filed petition for reconsideration and modification of Opinion and Order No. 1356, dated August 5, 1942. The principal contention of the applicants in this petition was that the Railroad Commission relied upon certain Cost Studies of Dr. Ford K. Edwards, and that such Cost Studies have little, if any, value for the purpose of determining the actual cost of transporting a carload of lumber from one point to any other point in the State of Florida. The petition further set out that rail carriers are prepared to show in the Class Rate Investigation (I. C. C. No. 28300) many outstanding deficiencies in the Edwards' Cost Studies, and that the Railroad Commission should in all fairness have an opportunity to consider these railroad criticisms in connection with the lumber case.

5. By Order No. 1362, dated October 13, 1942, the effective date of Order No. 1356 was extended for a period of sixty days or until January 4, 1943.

6. By Order No. 1364 (amending Order No. 1356) dated December 16, 1942, Order No. 1356 was amended to provide for the use of Class Rate Groupings, and also to adopt certain changes and modifications suggested by the rail carriers relating to length of cars, and providing that the minimum weight of 34,000 pounds provided for in that order would apply only when shipments are in cars not exceeding 41 feet 6 inches in length or when shippers ordered a car of 41 feet 6 inches in length and carrier being unable to furnish such car furnishes for loading one of greater length.

This order was entered subsequent to the filing of petition of applicant rail carriers for reconsideration and modification of Order No. 1356, and adopted the changes and modifications suggested by the carriers in reference to the length and size of cars but no action was taken by the Commission upon the petition of applicant rail carriers for reconsideration and modification of this order in other respects suggested therein.

7. After the entry of Order No. 1364 (amending Order No. 1356) complaint was made to this Commission by the Elberta Crate & Box Company of Tallahassee, Florida, through its Traffic Manager, F. E. Harrison, Jr., that it was physically impossible to load 34,000 pounds of wire-bound crate material in anything less than a 50 foot car, and on January 12, 1943 this company filed its petition with this Commission asking the Commission to reopen Dockets Nos. 1220 and 1418 and to reconsider the question of carload minimum weights on crate material, and to revise its Order to reflect a carload minimum weight of 30,000 pounds applied to the scale based upon a carload minimum of 34,000 pounds.

8. This Commission has carefully considered all of these matters presented to it and is of opinion that the applicant rail carriers should have an opportunity to present to it such testimony as they desire, especially with reference to the Cost Studies of Dr. Ford K. Edwards, introduced in the pending Class Rate Investigation, I. C. C. Docket No. 28300, and referred to in this Commission's Order in this proceeding, and to present such further testimony as they desire relating to this proceeding; and being further of opinion that Elberta Crate & Box Company should be permitted to present evidence upon the question of the carload minimum fixed in Order No. 1364, amending Order No. 1356, insofar as it applies to the loading of wire-bound crate material.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the petitions of applicant rail carriers and Elberta Crate and Box Company for the reopening and reconsideration of this proceeding be, and the same are, hereby **GRANTED**.

It is further **ORDERED** that this matter be, and it is, hereby set down for formal hearing before this Commission at the **MAYFLOWER HOTEL, JACKSONVILLE, Florida**, on Tuesday, **MARCH 16, 1943**, at 10 o'clock A. M.

And at said time and place petitioners, and all other parties interested, will have an opportunity to be fully heard.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of February, 1943.

ORDER NO. 1372,

DOCKET NO. 1479.

**IN RE: APPLICATION OF RAILWAY EXPRESS AGENCY, INC., TO
CLOSE ITS AGENCY AT KENANSVILLE, FLORIDA.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 804 dated October 7, 1942, this matter came on for hearing before the Railroad Commission at the Court House in Miami, Florida, on October 28, 1942, in connection with the application of the Receivers of Florida East Coast Railway to close its agency station at Kenansville, Florida.

J. W. Lumpkin, General Agent, Miami, Florida, appeared for applicant.

Other appearances were the same as those noted in Order No. 1369 relating to the closing of the Station Agency at this point.

2. By Order No. 1369, dated January 19, 1943, this Commission granted the application of Scott M. Loftin and John W. Martin, Trustees of the Florida East Coast Railway to close its agency station at Kenansville, Florida. No action was taken in reference to closing the Express Agency at this point.

3. The testimony at the hearing was that the Railway Agent handled express on a commission basis and that if the Railway Agency was closed, and the Express Agency could obtain some citizen in Kenansville who would handle the express business on a basis of 5% and 10% commission (10% to be paid on traffic taking the First Class Merchandise Rates and 5% to be paid on traffic taking Commodity Rates) it would be glad to continue the office. It was further brought out that the Route Agent had attempted to secure some citizen to act as its agent at Kenansville but those contacted had refused to accept the agency and seemed agreeable that it be discontinued.

4. As this Commission has permitted the closing of the Station Agency and the removal of the Railway Agent, and as it seems impossible to secure some person to operate the Express Agency, it is of opinion that the application of the Railway Express Agency, Inc., to close its agency at Kenansville, Florida, should be approved.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of the Railway Express Agency, Inc., to close its agency at Kenansville, Florida, be and the same is, hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of February, 1943.

ORDER NO. 1373,

DOCKET NO. 1486.

**IN THE MATTER OF RAIL CLASSIFICATION RATINGS PUBLISHED
IN TARIFFS OF EXCEPTIONS APPLICABLE ON CIGARETTES,
CIGARS AND TOBACCO, MANUFACTURED, LESS-THAN-CAR-
LOAD, BETWEEN POINTS IN FLORIDA.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 808, issued January 20, 1943, the above matter came on for hearing before the Railroad Commission of the State of Florida at the Hearing Room of the Commission in the City of Tallahassee, Florida, on Thursday, February 11, 1943, and then and there appeared Mr. R. B. Warner for applicant. No protestants appeared at the hearing.

The carriers filed with this Commission five conflicting applications suggesting different methods of publishing intra-state less-than-carload ratings on Cigars, Cigarettes and Manufactured Tobacco. Applications filed are as follows:

Agent E. H. Dulaney's Application No. 287, April 28, 1941.

Agent R. H. Hoke's Application No. 200, June 9, 1942.

Agent E. H. Dulaney's Application No. 473, July 7, 1942.

Agent E. H. Dulaney's Application No. 497, November 24, 1942, as amended December 2, 1942.

Agent E. H. Dulaney's Application No. 500, January 2, 1943.

Agent Dulaney's Application No. 287 was approved in our permissive Authority RA-64, May 5, 1941. Agent Dulaney's Application No. 497, as amended, was also approved in our permissive Authority RA-354, December 18, 1942. The carriers have not availed themselves of either Authority wherein we approved the applications as sought.

Agent Hoke's Application No. 200 was set down for hearing in our Docket No. 1475. Agent Dulaney's Application No. 473 was assigned our Docket No. 1476 for oral argument. Both of these applications were scheduled for formal hearing in our Notice No. 801, dated August 20, 1942. At the request of Mr. C. L. Hinnant, of the Atlantic Coast Line Railroad, in his file FEG-62273, September 23, 1942, both of these applications are held in abeyance and hearing thereon was postponed until further order of the Commission.

We have here before us for disposition Agent Dulaney's Application No. 500 heard by this Commission pursuant to our Notice No. 808. It will be our purpose to dispose of all of the aforesaid applications for the purpose of clearing our docket.

During many years the rail carriers have published less-than-carload 3rd class ratings applicable on Cigars, Cigarettes, Manufactured Tobacco to meet motor truck competition applicable from, to, and between all stations in the State of Florida. This competition still exists; both private and common carrier truck. Common carrier motor freight lines publish 3rd class rating between all truck-line points within this State. Competitive forms of transportation are now more active than at the time the rail carriers originally established the 3rd class competitive rating.

Effective January 15, 1941, in Supplement No. 13 to Agent Dulaney's Exceptions No. 20, the carriers voluntarily established 3rd class less-than-carload ratings applicable intrastate in Florida and elsewhere within the South. Exceptions No. 20 was cancelled November 15, 1941, by Exceptions No. 21, which reissue carried forward the ratings here in question. This brought about duplication in the Florida intrastate ratings as such. There is conflict, however, in the class rates to be applied. The ratings in Dulaney's Exceptions No. 21 are subject to the 190 mile class rate reduction which became effective July 7, 1941. The ratings in Dulaney's Florida Intrastate Exceptions No. 6 are not. This brought about disparity in the rates.

Applicant here proposes to cancel 3rd class ratings published in tariffs of exceptions, Florida Intrastate Exceptions No. 6, Agent E. H. Dulaney's I. C. C. No. 76, and in Exceptions No. 21, Agent E. H. Dulaney's I. C. C. No. 86. The ratings published therein are applicable between all points in the State of Florida. It is proposed to establish in lieu thereof 3rd class ratings under the heading "Application of Commodity Rates" as Item 447 in Southern Freight Tariff Bureau, Freight Tariff 711-B, (FLORIDA TARIFF) Agent R. H. Hoke's I. C. C. No. 519, applicable only from Havana, Hinson, Jacksonville, Madison, Quincy and Tampa, Florida, to destinations in Florida. If we were to grant this request it would have the effect of establishing 3rd class rating between the points named, and in one direction only from points named to other rail destinations in Florida. Shipments from and to all other stations would have to bear full classification basis. This would bring about a mal-adjustment in the rating. It would also contravene in the operation of our Rules and Regulations, General Rule 5, which reads "The rates prescribed by this Commission shall (except in cases specified) apply in either direction." Applicant did not seek relief from this rule.

Applicant endeavors to justify request to restrict the rating in proposed Item 447 by contending points named are the only known points from which a movement is apt to occur. It is within the knowledge of this Commission that there are tobacco manufacturers located elsewhere in this State. To illustrate; St. Petersburg has 4 such establishments. Others are located at Bartow, Fort Myers, Winter Haven and St. Augus-

tine. Then, too, wholesale distributors of manufactured tobacco are located in principle cities throughout the State.

The tobacco industry is of first magnitude in the State of Florida. In the Tampa district alone there was produced 465,567,470 cigars during the calendar year of 1942. Much of this production was distributed within this state. It is the opinion of this Commission that the rate structure should be kept flexible and that no rate barrier should be established which might in any manner hinder further progress or bring about undue preference.

And now on this day the Railroad Commissioners of the State of Florida, having fully considered all of the evidence taken at said hearing, and being fully advised in the premises, do FIND and ORDER as follows:

We FIND that applicant's request to restrict Column 70 (3rd class) rating applicable only from Havana, Hinson, Jacksonville, Madison, Quincy and Tampa, Florida, to destinations in Florida, would be unduly preferential and prejudicial.

WE FURTHER FIND for the purpose of uniformity and to remove conflict in applicant's tariffs of exceptions, cancellations of ratings sought to be made in his tariffs should be granted.

It is therefore ORDERED that there shall be established in Southern Freight Tariff Bureau, Freight Tariff 711-B, (FLORIDA TARIFF) Agent R. H. Hoke's I. C. C. No. 519, supplements thereto or successive issues of said publication, Column 70 (3rd Class) less-than-carload ratings, to read as follows:

Item 447 (Addition)	Column
(M) Tobacco, manufactured, LCL (See Note this item), viz: Cigarettes, tobacco, with paper wrappers, in boxes, 25 united inches or more in length, width and depth added, or in packages as provided in Southern Classification	70
Cigars, tobacco, in boxes 30 united inches or more in length, width and depth added; also in packages as provided in Southern Classification.	70
Tobacco, manufactured, chewing or smoking, cut or granulated in packages as provided in Southern Classification.	70

NOTE—Wooden boxes must be so constructed, strapped or sealed as to prevent opening and pilferage of contents from boxes without breaking seals or mutilating container. Fibre boxes must be so closed and secured as to prevent pilferage of contents without mutilating container.

It is FURTHER ORDERED that proposed restriction to establish the ratings applicable only from Havana, Hinson, Jacksonville, Madison, Quincy and Tompa, Florida, is denied.

It is FURTHER ORDERED that ratings now published in Items 20, 25, 170 and 175 of Florida Intrastate Exceptions No. 6, Agent E. H. Dulaney's I. C. C. No. 76, ALSO Items 12150, 12155, 12160 and 12175, as may or may not be amended, now published in Exceptions No. 21, Agent E. H. Dulaney's I. C. C. No. 86, are hereby ordered cancelled simultaneously with effective date of proposed Item 447 heretofore authorized.

It is FURTHER ORDERED that our permissive Authority RA-64, dated May 5, 1941, wherein we approved Agent Dulaney's Application No. 287, and our Authority RA-354, dated December 18, 1942, wherein we approved Agent Dulaney's Application No. 497, be, and same are, hereby, "vacated, and set aside.

It is FURTHER ORDERED that our permissive Authority RA-64, dated May 5, 1941, wherein we approved Agent Dulaney's Application No. 287, and our Authority RA-354, dated December 18, 1942, wherein we approved Agent Dulaney's Application No. 497, be, and same are, hereby, vacated, and set aside.

It is FURTHER ORDERED that Agent Dulaney's Application No. 287; Agent Hoke's Application No. 200; Agent Dulaney's Application No. 473, and also his Application No. 497, as amended; proceedings be, and same are, hereby, discontinued, and the applications dismissed.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this seventeenth day of February, 1943.

ORDER NO. 1374,

DOCKET NO. 1485.

IN RE: APPLICATION OF RECEIVERS OF SEABOARD AIR LINE RAILWAY TO CLOSE THE AGENCY AT MT. PLEASANT, FLORIDA, FOR THE DURATION OF THE PRESENT WAR.

1. Pursuant to Notice No. 807 dated January 20, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Buildings, Tallahassee, Florida, on February 10, 1943 at 10 o'clock A. M.

B. C. Stanley, Attorney; G. L. Hurley, Superintendent; L. F. Branan, Assistant Superintendent; D. N. Peterman, Supervisor of Truck Operations, appeared for the applicant.

J. R. Hunter of Tallahassee, Florida, appeared for Railway Express Agency; Amos H. Davis, Mt. Pleasant, Florida; A. H. Campbell, Chattahoochee, Florida; M. E. Rudd, Quincy, Florida; Dan Grubb, Mt. Pleasant, appeared as protestants.

2. Mt. Pleasant is a station on the Seaboard Air Line Railway 9.9 miles east of Chattahoochee and 8.7 miles west of Quincy. The Receivers of the Seaboard have filed with this Commission their application for authority to close this agency on the ground that the revenue received was barely enough to pay the salary of the agent and that there is no immediate prospect of increase in revenue at this office. Witnesses for the applicant introduced statements showing that from September 1941 through August 1942 the gross passenger earnings were \$144.52, and the gross freight earnings for the same period amounted to \$1090.25—making a total of \$1,234.77. The salary paid the agent amounted to \$802.07 for the twelve months ended December 1942. It was further shown that the present agent at Mt. Pleasant is a young man of twenty years of age, within the draft age, and even though he should be not drafted there is a great demand for the railroad workers and he could be of greater service in a larger agency than at Mt. Pleasant. Upon request, the applicant after the hearing submitted additional statements for the months of September, October, November and December 1942 which indicated that the gross passenger earnings for these four months were \$91.62, and the gross freight earnings for this same period were \$304.21. This indicated a slight increase in the passenger earnings for the last four months of 1942 but no increase in the freight earnings.

There was further testimony that the Southeastern Greyhound Lines ran a passenger bus service through Mt. Pleasant and that they operated ten Westbound Schedules and nine Eastbound Schedules daily. It was also shown that Flamingo Truck Lines, Inc., operated a daily schedule of one round-trip between Tallahassee and Marianna.

3. Protestants objected to the closing of this agency principally on the ground that they had always patronized the rail line and desired to continue to do so, and that if the agency is closed shipments that they receive would be put in the station at the owner's risk and that this would not be satisfactory service.

4. At a non-agency station less carload freight would be unloaded and put in the station and the station would then be locked up by the crew of the freight train. There would be a key to another door to the station which would be in possession of some convenient person in the

town and when the receiver of the freight was notified by the control point of this station he would take the key and enter the station and take out his freight.

Carload traffic would be handled by the conductor of the local freight train who would place cars upon instruction of the shipper and he would be authorized to issue a conductor's bill of lading for the car.

This is not as convenient a service as may be rendered by an agency station but where the revenue does not justify the maintenance of an agent the shippers must suffer some inconvenience in the handling of their freight.

5. The Commission has carefully considered the record in this case and is of opinion that the application to close this agency should be granted.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of the Receivers of the Seaboard Air Line Railway to close the agency at Mt. Pleasant, Florida, for the duration of the war and six months thereafter, be, and the same is, hereby, **APPROVED**.

It is further **ORDERED** that this cause shall remain open on the docket of the Commission for such further and other orders as to the Commission may seem mete and proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 10th day of March 1943.

ORDER NO. 1375,

DOCKET NO. 1488.

**GULF COAST MOTOR LINES, INC., vs. TAMPA-CLEARWATER
BRIDGE COMPANY (OPERATING DAVIS CAUSEWAY)
COMPLAINT**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 809, dated February 12, 1943, this matter came on for hearing before Commissioner W. B. Douglass who had been designated by the Commission to hear this cause at the Tampa Chamber of Commerce, Tampa, Florida, on Saturday, February 27, 1943, at 10 o'clock A. M.

A. Pickens Coles, 307 Tampa Theatre Building, Tampa, Florida, appeared for Gulf Coast Motor Lines, Inc., Petitioner.

K. I. McKay, Howard P. Macfarlane, Attorneys, and J. D. A. Holley, Auditor, Tampa, Florida, appeared for Tampa, Clearwater, Bridge Company, Respondent.

2. Tampa-Clearwater Bridge Company is a Florida corporation operating a toll bridge known as DAVIS CAUSEWAY across and over the waters of Old Tampa Bay lying in the counties of Hillsborough and Pinellas, in the State of Florida, and connecting said counties one with the other. That the Toll Tariff of Tampa-Clearwater Bridge Company for use over the Davis Causeway relating to the transportation of passengers by motor bus on file with this Commission is as follows:

"Motorbus and driver, weighing 10,000 pounds net or less.....	30c plus 5c per passenger.
"Motorbus bus and driver, exceeding 10,000 pounds net weight.....	75c plus 5c per passenger."

3. Gulf Coast Motor Lines, Inc., is a common carrier of passengers by motor vehicle operating motor busses between Tampa, Florida, and Clearwater, Florida, via Davis Causeway. On August 28, 1942, Gulf Coast Motor Lines, Inc., filed its petition with this Commission alleging that Tampa-Clearwater Bridge Company had been for sometime charging it a rate of 60c per bus flat, including all passengers carried on such bus, per trip, but that on August 20, 1942 it had notified your petitioner that it proposed to increase the rate to 30c per bus and 5c additional for each passenger and prayed this Commission to restrain the Tampa-Clearwater Bridge Company and its officials from increasing its rates over said toll bridge until a hearing could be had by this Commission. Upon the filing of this petition Tampa-Clearwater Bridge Company was notified not to increase the rates it was then charging until a hearing could be had upon the matter. The respondent, Tampa-Clearwater Bridge Company thereupon filed its answer to the petition of Gulf Coast Motor Lines, Inc., and hearing was had as hereinbefore mentioned.

4. Commissioner Douglass made his report to the Commission.

5. While the Commission was considering the record in this case a stipulation signed by A. Pickens Coles, Attorney for Gulf Coast Motor Lines, Inc., and McKay, Macfarlane, Jackson & Ferguson, Attorneys for Tampa-Clearwater Bridge Company, was filed with it suggesting that this proceeding be adjusted by a revision of the toll rates applicable to motor busses operated over Davis Causeway in accordance with the scale of rates proposed therein. The Commission has considered the rates suggested and finding that they result in a decrease over the regular

tariff rates on file with this Commission, although somewhat higher than those charged Gulf Coast Motor Lines, Inc., is of opinion that said scale of rates should be approved and the complaint in this proceeding dismissed.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGEO** by the Railroad Commission of the State of Florida that the section of the Toll Tariff of Tampa-Clearwater Bridge Company, dealing with the transportation of passengers by motor bus be amended to show rates as follows:

1. Bus weighing 10,000 lbs. or less, with seating capacity of 10 passengers or less.....\$.50
2. Bus weighing 10,000 lbs. or less, with seating capacity of 20 passengers or less, but more than 10 passengers75
3. Bus weighing 10,000 lbs. or less, with seating capacity for over 20 passengers 1.00
4. Bus weighing over 10,000 lbs. with seating capacity of 30 passengers or less..... 1.00
5. Bus weighing over 10,000 lbs. with seating capacity of 50 passengers or less, but more than 30 passengers..... 1.25
6. Bus weighing over 10,000 lbs. with seating capacity in excess of 50 passengers..... 1.25
plus 5c for each seat over 50

7. Each trailer used in connection with bus to pay same rate as bus, measured by seating capacity,
which said rates are hereby **APPROVED** for use by all bus lines using this toll bridge.

It is further **ORDERED** that Tampa-Clearwater Bridge Company file its amended tariff with this Commission showing all rates and charges now in effect for use of its toll bridge known as Davis Causeway.

It is further **ORDERED** that the complaint of Gulf Coast Motor Lines, Inc., against Tampa-Clearwater Bridge Company be and the same is hereby **DISMISSED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 7th day of April, 1943.

ORDER NO. 1376,

DOCKET NO. 1415.

IN THE MATTER OF COMMUTATION TICKETS OVER GANDY BRIDGE—a toll bridge extending across Old Tampa Bay and connecting the shores of Hillsborough and Pinellas Counties.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1370 dated February 10, 1943, Gandy Bridge Company was authorized to issue Commutation Tickets to be sold at a price of 75c per round trip for automobile and driver with no count of passengers and to be sold in blocks of five at a price of \$3.75 for five round-trips. This company has now requested permission to reduce the price of these Commutation Tickets to 70c per round trip.

2. The Commission is of opinion that this reduction in Commutation Tickets should be approved.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Gandy Bridge Company be, and it is, hereby, authorized to issue Commutation Tickets to be sold at a price of 70c per round trip for automobile and driver with no count of passengers and to be sold in blocks of five at a price of \$3.50 for five round trips.

It is further **ORDERED** that said book of tickets shall be transferable and the unused portion thereof shall be redeemable on the basis of the original price paid.

It is further **ORDERED** that this order shall be and become effective on April 8, 1943.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 5th day of April, 1943.

ORDER NO. 1377,

DOCKET NO. 1481.

IN THE MATTER OF RAILROADS OPERATING IN FLORIDA FOR AUTHORITY TO MAKE CHANGES IN PASSENGER FARES AND CHARGES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 805, issued October 13, 1942, the above matter came on for hearing before the Railroad Commission of the State of Florida at the Hotel George Washington in the City of Jacksonville, Florida, on Monday, November 9, 1942, and then and there appeared the following:

Frank W. Gwathmey, George P. James, George L. Oliver,
Daniel Makinson, for petitioners.

F. C. Hillyer, T. C. Maurer, John A. Bliss, for protestants.

The railroads doing an intrastate passenger business in the State of Florida, hereinafter referred to as petitioners, seek authority to change intrastate passenger fares and charges in Florida to conform with fares now applicable interstate, and intrastate in most states, within the South.

Petitioners (except the Apalachicola Northern Railroad Company and the St. Louis-San Francisco Railway Company (J. M. Kurn and John G. Lonsdale, Trustees) now publish and maintain fares for one-way intrastate transportation of passengers in coaches of 1.65 cents per mile between all stations on their lines in Florida. The seek authority to increase said fares to 2.2 cents per mile. The Apalachicola Northern Railroad Company and the St. Louis-San Francisco Railway Company now publish and maintain one-way coach fares of 2.2 cents per mile.

Interstate tariffs which became effective October 1, 1942, contain the following rule for the disposition of fractions, which rule was authorized by the Interstate Commerce Commission in Supplemental Order of July 6, 1942, in Ex Parte 148, to wit:

"* * * fractions of less than 0.5 cents shall be dropped and fractions of 0.5 cents or greater may be increased to the next whole cent * * *"

Petitioners (except the Atlanta & Saint Andrews Bay Railway Company) request that they be authorized to adopt the above rule for the disposition of fractions, both as to the increased one-way fares herein sought to be established and as to one-way fares as to which no basic change is sought. The Atlanta & St. Andrews Bay Railway Company seeks authority, in establishing one-way coach fares on basis of 2.2 cents per mile, to add sufficient in all cases to make its one-way coach fares and in "O" or "5," as published in this petitioner's tariff I.C.C. P-177 and as now in effect on its line interstate and intrastate within the State of Alabama.

Petitioners also seek authority to make certain changes in their round-trip fares in sleeping or parlor cars and coaches and to that end request authority to:

1. Cancel their current 30-day limit fares (2.475 cents per

mile) and current 6-months' limit fares (2.75 cents per mile), good for round trip transportation in sleeping or parlor cars, and substitute in lieu thereof round trip 3-months' fares on the basis of 2.75 cents per mile;

2. Cancel their current 15-day limit fares (1.485 cents per mile) and 60-day fares (1.65 cents per mile), good for round trip transportation in coaches, and substitute in lieu thereof round trip 3-months' limits fares on the basis of 180 per cent of the new one-way coach fares of 2.2 cents per mile for the round trip, or 1.98 cents per mile traveled;

3. Make disposition of fractions on all classes of new round trip fares by adding sufficient to make the total round trip fare end in "0" or "5", which basis is the same as that used in the construction of existing round trip fares.

Petitioners state that the round trip fares here sought for transportation in sleeping or parlor cars and in coaches are the same as those in effect for interstate transportation between all points in Southern Passenger Association territory, including Florida.

And now on this day the Railroad Commissioners of the State of Florida, having fully considered all of the evidence taken at said hearing, and being fully advised in the premises, do order as follows:

WHEREAS petitioners pray that this Commission authorize them to increase their one-way coach fares for intrastate transportation from 1.65 cents per mile to 2.2 cents per mile; that disposition of fractions thereon, as well as on existing one-way fares for transportation in sleeping or parlor cars, be authorized upon the basis approved by the Interstate Commerce Commission in its aforesaid order of July 6, 1942 (except that on the Atlanta & Saint Andrews Bay Railway Company fractions are to be disposed of by adding sufficient in all cases to make its one-way coach fares end in "0" or "5"; and that authority also be granted to make the changes hereinbefore described in round trip fares for transportation in coaches and sleeping or parlor cars, together with authority to dispose of fractions thereon as set forth herein. It is ORDERED that the application be, and it is, hereby, APPROVED.

It is FURTHER ORDERED that changes sought may be established on one day's notice to this Commission and the public.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 30th day of April, 1943.

ORDER NO. 1378,

DOCKET NO. 1491.

**IN THE MATTER OF THE APPLICATION OF SOUTHERN FREIGHT
TARIFF BUREAU WHEREIN RAIL LINES SEEK TO AMEND
RULES AND CHARGES IN THE DIVERSION OF RECONSIGN-
MENT OF FREIGHT APPLICABLE INTRASTATE IN FLORIDA.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice 814, issued March 19, 1943, the above matter came on for hearing before the Railroad Commission of the State of Florida at the Hotel Mayflower in the City of Jacksonville, Florida, on Thursday, April 22, 1943, and then and there appeared the following:

C. L. Hinnant for Atlantic Coast Line Railroad, and in behalf of other rail lines in Florida. W. W. Wolford for the Seaboard Air Line Railway, for applicants.

J. S. Farish for the Southern Cypress Manufacturers Association. T. C. Maurer for the Jacksonville Traffic Bureau. Thomas E. Grady for the Greater Miami Traffic Association, protestants.

In Agent R. H. Hoke's Florida Intrastate Application No. 218, dated January 2, 1943, rail carriers doing an intrastate business in the State of Florida seek authority to publish uniform diversion and reconsignment rules and ask that Rule 5, Change in Destination, Southern Freight Tariff Bureau Freight Tariff 161-S, Agent R. H. Hoke's I.C.C. No. 660, and corresponding rule in individual issues of carriers not parties to said tariff, be amended as set forth in Exhibit "A" attached to and made a part of the application.

Under the present rule when carload freight is stopped short of the billed destination after it has had one change in destination it is subject to the tariff rates applicable on a shipment terminating at and on a shipment originating at the point at which the first change in destination was accomplished plus diversion and stoppage charges. This results in charging a combination of local rates for the line haul service. The rule at present reads as follows:

RULE 5—CHANGE IN DESTINATION

Item 320

(c) Except as provided in Item 325 of this Rule, if a car is stopped short of the billed destination after it has had one change in destination, it will be subject to the tariff rates applicable on a shipment terminating at and on a shipment originating at the

point at which the first change in destination was accomplished, plus all charges previously accrued.

Item 325

(d) If a car which has had one previous change in destination is stopped at a point short of the billed destination for the purpose of partial unloading under proper tariff authority, and is there completely unloaded, the transaction will not be considered as a second change in destination under Items 310 and 320 of this rule, but a charge of \$2.97 per car will be assessed, plus all charges previously accrued, and the point of unloading will be considered the final destination in rating the shipment.

Applicants here propose to amend the rule so as to permit application of the through rate from original point of origin to ultimate destination of the freight, plus diversion and stoppage charges, as follows:

RULE 5—CHANGE IN DESTINATION

Item 320

(c) If a car which has had one previous change in destination is stopped at a point short of the billed destination for any purpose, and is there completely unloaded, the transaction will not be considered as a second change in destination under Paragraph (b) of this rule, but a charge of \$6.93 per car will be assessed, plus all charges previously accrued, and the point of unloading will be considered the final destination in rating the shipment.

Item 325

(d)—Cancel; apply provisions otherwise provided in Rule 5, as amended.

Applicants do not propose any change in Exceptions in Item 320 covering grain, seeds, etcetera, as now published in the tariff.

During the course of the hearing applicants submitted their Exhibit No. 1, which developed that there would be in some instances slight increases in the transportation charge and in other instances there would be substantial reductions as a result of the change sought. After having heard the testimony of witness Hinnant protestants withdrew further objection. Thereupon the Commission approved Agent Hoke's Application No. 218 and ordered that the changes sought therein be made applicable to Florida intrastate traffic.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that common carriers

by railroad operating within the State of Florida are hereby authorized and directed to amend Rule 5, Change in Destination, Item 320 and Item 325 series of Southern Freight Tariff Bureau, Freight Tariff 161-S (DIVERSION-RECONSIGNMENT TARIFF), Agent R. H. Hoke's I.C.C. No. 660, and corresponding rule in individual issues of carriers not parties to said tariff, to conform with proposed Rule 5, Item 320 and Item 325 series as set forth in Exhibit "A" attached to the application and hereby made a part of the records of this Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at the Hotel Mayflower in the City of Jacksonville, Florida, this 22nd day of April, 1943.

ORDER NO. 1379,

DOCKET NO. 1487.

IN RE: RATES AND EXCHANGE BASE RATE AREA OF JAY,
FLORIDA—OPERATED BY MILTON TELEPHONE EXCHANGE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Milton Telephone Exchange has submitted rates for its exchange at Jay, Florida, and asked that they be approved by this Commission.

2. The Commission has considered these rates and is of opinion that they are just and reasonable and should be approved.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that:

- (a) The Exchange Base Rate Area of the telephone exchange at Jay, Florida, shall be the corporate limits of said town.
- (b) The rates for service at said exchange shall be as follows:

INSIDE EXCHANGE AREA

Character of Service	Rates Per Month Based on Wall Type Telephones
Business 1-Party	\$3.50
Business 2-Party	3.00
Business 4-Party	2.50
Business 6-Party	2.25

Business Extension	1.00
Residence 1-Party	2.50
Residence 2-Party	2.25
Residence 4-Party	2.00
Residence 6-Party	1.75
Residence Extension	1.00
Joint User BUSINESS	1.50
Joint User RESIDENCE	1.00
Desk Equipment (in addition to regular rate) 10c, and French Type Equipment 25c.	

OUTSIDE EXCHANGE AREA

Exchange rate plus 42 cents per $\frac{1}{4}$ mile or fraction thereof to be prorated between stations on line. Mileage to be computed on Air Line Measurements.

It is further ORDERED that these rates shall be effective as of January 22, 1943.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of June, 1943.

ORDER NO. 1380,

DOCKET NO. 1494.

IN RE: AMENDMENT OF THAT SECTION OF THE GENERAL EXCHANGE TARIFF OF THE TELEPHONE COMPANIES RELATING TO RULES AND REGULATIONS APPLYING TO SUBSCRIBERS' CONTRACTS BY INCLUDING THEREIN A RULE ON THE USE OF OBSCENE, PROFANE OR GROSSLY ABUSIVE LANGUAGE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter coming on for consideration by the Commission and it appearing that certain of the Telephone Companies operating under its jurisdiction have no rule in their tariffs relating to the use of obscene, profane or grossly abusive language, and that they frequently have complaints that some of their subscribers are guilty of the use of such language and they have no way of dealing with such complaints, and the Commission being of opinion that under its power to regulate

by reasonable rules the terms of Telephone Service Contracts between Telephone Companies and their patrons it should require the Telephone Companies to incorporate a rule of such nature in their General Exchange Tariffs—

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the General Exchange Tariff of all Telephone Companies, which do not now have a rule on this subject, shall be amended to include in the Rules and Regulations applying to all Subscribers' Contracts the following rule:

**"USE OF OBSCENE, PROFANE OR GROSSLY
ABUSIVE LANGUAGE.**

"The Telephone Company reserves the right to cancel any contract for service with and to discontinue service to any person who uses or permits the use of obscene, profane or grossly abusive language over or by means of the company's facilities, and who, after reasonable notice fails, neglects or refuses to cease and refrain from such practice or to prevent the same, and to disconnect its property from the premises of such person."

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of June, 1943.

ORDER NO. 1381,

DOCKET NO. 1493.

**IN THE MATTER OF THE BUS RATE CHARGED BY MIAMI BRIDGE
COMPANY FOR USE OF "VENETIAN WAY", A TOLL CAUSEWAY
BETWEEN MIAMI AND MIAMI BEACH, FLORIDA.**

**BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
ORDER DISMISSING PETITION OF MIAMI BEACH
RAILWAY COMPANY**

This matter coming on before the Commission upon the joint motion of the parties hereto to dismiss the petition of Miami Beach Railway Company filed with this Commission on May 22, 1943, and it appearing that said petition sought an order from this Commission prescribing just, reasonable, nonpreferential and non discriminatory rates for busses of petitioner using the "Venetian Way", a toll causeway between Miami

and Miami Beach, Florida, and it now appearing that a compromise and settlement agreement has been made and entered into between the Petitioner, The Miami Beach Railway Company, and the Respondent, Miami Bridge Company, by which satisfactory rates have been accorded to Petitioner, Miami Beach Railway Company, until January 12, 1944, and no justifiable question exists between the parties and the Commission being of opinion that the petition of the Miami Beach Railway Company should be dismissed:

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that the petition of the Miami Beach Railway Company, praying that this Commission prescribe rates for its busses using the "Venetian Way", owned and operated by Miami Bridge Company be and the same is HEREBY DISMISSED without prejudice to the rights of either party.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of August, 1943.

ORDER NO. 1382,

DOCKET NO. 1496.

IN RE: APPLICATION OF GEORGIA-SOUTHERN AND FLORIDA RAILWAY COMPANY AND THE ATLANTIC COAST LINE RAILROAD COMPANY FOR AUTHORITY TO ABANDON AND DISMANTLE THEIR JOINT PASSENGER STATION NOW MAINTAINED AND OPERATED AT LAKE BUTLER, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. The Georgia, Southern and Florida, Railway Company and the Atlantic Coast Line Railroad Company own and maintain a joint passenger station at Lake Butler, Florida. Both the Georgia, Southern and Florida Railway Company and the Atlantic Coast Line Railroad Company own separate freight stations at this point which were formerly operated as combination depots. These separate stations are equipped for the handling of both freight and passengers. These railroads represent to the Commission that the joint passenger station is badly in need of repairs and that it will cost approximately \$2,500.00 to put this station in good condition. They further represent that the passenger business at this station amounts to very little for either line and have submitted statement of ticket sales for the year beginning July, 1942, and ending

June 30, 1943, of \$2,448.63 for the Atlantic Coast Line Railroad Company and \$39.23 for the same period for the Georgia, Southern and Florida Railway Company.

Both of these Companies have complied with the Rules of the Commission and have posted notices in three conspicuous places in Lake Butler and have also advertised in the Union County Times, a weekly newspaper published in Lake Butler, of their intention to apply to the Commission for authority to abandon the present joint passenger station. No one has complained to this Commission or objected to such abandonment.

In consideration of the representation made to this Commission it is of opinion that the joint application of these carriers to abandon this joint passenger station should be GRANTED.

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commissioners of the State of Florida that the joint application of Georgia, Southern and Florida Railway Company and the Atlantic Coast Line Railroad Company to abandon and dismantle the present joint passenger stations and to use in its stead their present combination freight and passenger station, be and the same is hereby APPROVED.

It is further ORDERED that this Order shall become effective when the said Petitioners, Georgia, Southern and Florida Railroad Company have equipped their individual freight and passenger stations with proper sanitary facilities; suitable walkways and approaches to these stations and such lighting facilities as will serve the convenience and necessity of the public.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of August, 1943.

ORDER NO. 1383**DOCKET NO. 1495.**

IN RE: APPLICATION OF SCOTT M. LOFTIN AND JOHN W. MARTIN, TRUSTEES OF FLORIDA EAST COAST RAILWAY COMPANY, ST. AUGUSTINE, FLORIDA, FOR AUTHORITY TO REMOVE AND DISMANTLE THE STATION BUILDING AT MALABAR, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 815 dated July 23, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Mayflower Hotel, Jacksonville, Florida, on Tuesday, August 3, 1943.

Harold Wahl, Attorney at Law, Graham Building, Jacksonville, Florida; D. Leer, Superintendent of Stations and Freight Claims, St. Augustine, Florida, appeared for applicants.

Wm. F. Kloeppel, Malabar, Florida, and Thomas L. Cain, Cocoa, Florida, appeared in protest of the application.

2. Malabar is a station on the Florida East Coast Railway located at mile post 199.9 South of Jacksonville. It is about five and a half miles south of Melbourne, Florida. It is a non agency freight station. There is a station building on the West side of the railroad tracks 22x76 feet. On the East side of the railroad tracks there is a covered platform which is known as an Express Platform the dimensions of which are 16x40 feet. The station building at Malabar is alleged to be in bad condition and many repairs are necessary which would cost approximately \$500.00 to make. The railway company desires to dismantle this building and use the Express Platform for handling less carload freight. The public at Malabar would receive the same carload and passenger service now afforded. The applicant testified that the volume of less carload business handled at Malabar for the year 1942 was less than one and one-half tons of freight per month and the revenue that the railroad derived from handling this less-carload freight amounted to about \$11.00 per month. That for the first three months in 1943 the less carload tonnage and revenue was declining. During the hearing the Commission requested that the applicant furnish a statement of the carload freight revenue and total revenue from all sources, including express, received by the railroad from shipments at Malabar. The applicant has furnished this statement and it appears therefrom that for the year 1942 the total F. E. C. revenue at Malabar was \$1,570.78. \$1,439.05 was carload revenue and \$131.72 was less carload revenue. That the

total express business done was \$9,682.76. No breakdown of this total express business was furnished. It is, therefore, impossible to tell what proportion was received by the applicant carrier although they claim it to be very small.

3. Protestants testified that a great percentage of the population in the Malabar area are farmers and live West of Malabar. That the depot at Malabar is the most convenient place for them to get their equipment such as sprayers and spray materials as otherwise they would have to drive to Melbourne, a distance of approximately six miles. That the Malonek Packing Company receives many shipments through the station at Malabar and that these shipments need protection from the rain which they would not receive if they were put off and stored in an open shed. That in addition to this, poultrymen who are now engaged in raising poultry in that section are now compelled to get their feed by rail since the grain companies are unable to use their trucks to deliver this feed. That these sacks of feed should not be left on an open express platform as they would be subject to damage by the weather. The protestants further stated that in their opinion the expense of tearing down this station building and removing it would be greater than the cost of repairing it. They further stated that in their opinion it would be contrary to the National Defense to use the labor necessary to dismantle this building. That the building is in fair repair and that the roof is good and that the shippers would be satisfied if the building were left as it is as it would better protect their less carload shipments than if they were stored on a platform that was not walled in.

4. The Commission has carefully considered this record and is of opinion that the application should be denied.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Scott M. Loftin and John W. Martin, Trustees of Florida East Coast Railway Company, St. Augustine, Florida, for authority to remove and dismantle the station building at Malabar, Florida, be, and the same is, hereby, DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Tampa, Florida, on Thursday, September 12, 1943.

ORDER NO. 1384,

DOCKET NO. 1474, Rail Rates.

DOCKET NO. 1477, St. Johns Water Rates.

DOCKET NO. 1478, Truck Rates.

**IN THE MATTER OF REVISION OF CLASS AND COMMODITY RATES
FROM, TO, AND BETWEEN JACKSONVILLE, FLORIDA, AND
LOWER EAST COAST PORT CITIES.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 800, dated August 20, 1942, as amended September 23, 1942, and Notice Numbers 802 and 803, dated September 15, 1942, the above matter came on for hearing before the Railroad Commissioners of the State of Florida at the Date County Court House, in the City of Miami, Florida, on October 27, 1942, and then and there appeared the following:

R. K. Parsons and John H. Wahl, Jr., for the Florida East Coast Railway. J. A. Cane for the Seaboard Air Line Railway. C. A. Gertner and W. T. Wolfe for the Florida Intrastate Rate Bureau. W. A. Fox for the St. Johns River Line Company.

Thomas E. Grady and R. H. Harrison for Greater Miami Traffic Association and the Tampa Traffic Association. T. C. Maurer for the Jacksonville Traffic Bureau. Homer S. Carpenter and Peyton Kerr for Price Administrator Leon Henderson, Washington, D. C.

By joint petition dated August 6, 1942, the Florida East Coast Railway and the Seaboard Air Line Railway, applied for authority to revise depressed competitive class rates from Jacksonville, Florida, on the one hand and West Palm Beach and Miami, Florida, on the other, also certain carload and less-than-carload commodity rates between Jacksonville and Lower East Coast Cities.

By petition dated September 2, 1943, the St. Johns River Line Company seeks authority to revise class and commodity rates between East Coast points served by their all-water route between Jacksonville and Miami, presently published in their Freight Traffic No. 17 and Brown's Motor Freight and Boat Line Inc., tariff, the Brown Line having been acquired by the St. Johns Company.

By petition dated September 1, 1942, the Florida Intrastate Rate Bureau, tariff publishing agency for the common carrier motor freight lines, applied for authority to revise class rates between Jacksonville, Florida, on the one hand, and West Palm Beach and Miami on the other. The truck lines also seek to cancel certain less-than-truckload commodity rates between the points named, allowing class rates to apply.

In view of the similarity in the petitions before it the Commission decided to consolidate all three of the notices, proceedings to be heard

simultaneously and recorded in a joint record containing testimony offered on all the applications.

The unsatisfactory condition of the present rate structure along the east coast is fully realized by this Commission. The scale of rates before us in this proceeding were generally established by the carriers about the year 1931 following the recession in business and traffic after the depression, and to meet the competition of the coastal water lines operating between Jacksonville on the one hand, and Miami, West Palm Beach and Fort Pierce, Florida, on the other. The rates here before us for revision are far below the normal scale of rates and have remained practically unchanged for the most part since their establishment. They are compelled rates and were established for the purpose of attracting a fare share of the traffic. The revision herein sought will not have the effect of restoring the rates to the normal basis applicable generally through the State of Florida.

The filing of the applications were primarily for the purpose of remedying, to some extent, an extremely depressed rate condition that has developed in the past years on intrastate traffic between Jacksonville and lower East Coast port cities. It is clear the establishment of the rates were had without adequate analysis to determine the compensatory nature thereof. Under the present adjustment there is maladjustment and disparity, not only in prevailing rates along the east coast, but also between distributing centers located elsewhere in Florida and lower east coast destinations, especially at Miami. Tampa interests have repeatedly complained as to the present rates, contending the land rates from Jacksonville to Miami are and have been materially lower than rates comparable from Tampa to Miami.

Some of the irregularities in the prevailing class rate structure are pointed out here. First class rates and differences in rates will be stated in cents per 100 pounds and do not include Ex Part 148 increases authorized March 18, 1942.

Present rail rates from Jacksonville to West Palm Beach and Miami are 107 cents and 114 cents respectively, outer classes bearing the same percentage relationships as were fixed by this Commission for class rates prescribed in the Florida class-rate adjustment, Order No. 977, January 1, 1929. The northbound rates are 134 cents and 152 cents, normal basis applicable generally throughout Florida for comparable distances. The northbound rates are 27 cents and 38 cents higher than the southbound rates.

The rail carriers propose, southbound, 134 cent rate to West Palm Beach and 135 cents to Miami. This would have the effect of establishing normal going rates to West Palm Beach and have the West Palm rate

embrace Miami. To Fort Lauderdale, an intermediate basing point, rates would still remain dry-land basis of 147 cents. The proposed rates would not be subject to exception ratings. Except for alternate application in the F.E.C. Railway tariff, waiver of exception ratings would produce higher rates southbound than northbound between Jacksonville and West Palm Beach.

Rail commodity rates appear to bear no definite relationship to the first class rates. They evidently are amounts selected at random, either to meet competitive rates or to influence traffic from competing forms of transportation. The proposed rates appear to still be in the experimental stage and sub-normal.

Common carrier stock lines have met present rail southbound rates, classes 1 through 7, from Jacksonville to West Palm Beach, beginning with 107 cents first class, outer classes bearing the normal percentage relationships. From Jacksonville to Miami trucks have met the present southbound rail rate of 114 cents at the first class rate only. Outer classes are made on a higher percentage relationship to the first class rate than prevalent elsewhere in Florida. The truck lines apply their depressed class rates in both directions whereas the rails do not. The truck line rates are therefore considerably under the rails on northbound traffic through the first three classes. Truck class rates 4, 5, 6, and 7, between Jacksonville and Miami are now on or near dry-land basis and approximate rates applicable elsewhere in Florida for comparable distances. The truck lines now desire to go back to the normal dry-land basis and cancel their depressed class rates thereby correcting the disparity in class percentage relationships from and to Miami. They also propose minor changes in less-than-truckload commodity rates as set forth in their Exhibit No. 2 attached to their application. There does not appear of record any serious objection to the changes sought and we are of opinion the request, with some modification, should be granted.

The operation of the St. Johns River Line Company between Jacksonville and Miami and intermediate points is entirely by water over the intracoastal waterway commonly called the East Coast Canal. The service is operated twice weekly and provides second day delivery at Fort Pierce and third day delivery at West Palm Beach and Miami.

In their original application the St. Johns Company sought to revise their class rates between Jacksonville, Daytona Beach, Fort Pierce, West Palm Beach, and Miami. During the course of the hearing they requested authority to amend their application for a revision of class rates and offered amendment (Exhibit 15 of the Record) in lieu of Exhibit "A" attached to the original application. The request was granted. Applicant now seeks to revise southbound class rates from

Jacksonville to West Palm Beach and Miami only, based on 80 per cent of the normal rates, producing a rate of 107 cents to West Palm Beach and 122 cents to Miami. There is nothing of record to justify the proposed rates in one direction only, nor for eliminating other origins and destinations named in the original application.

The St. Johns Company also propose to stagger basis for water differentials by establishing 90 per cent. for distances of 110 miles or less, 85 per cent. for distances over 110 miles and not over 260 miles, 80 per cent. for distances over 260 miles, of the current rail rates between same points. The record appears quite clear if we were to grant such request there would be long and short haul departures at intermediate points and that probably 80 per cent. of such rail rates as we may prescribe would be a more equitable basis. We are of opinion uniformity in the water differentials should be maintained if long and short haul violations are to be avoided.

The St. Johns all-water commodity rates along the east coast are unduly low and it is evident such rates do not bear a fair share of the over-all transportation burden. This is true, in a somewhat lesser degree, as to the rail commodity rates. The existence of both the St. Johns and the Brown tariffs has brought about a sort of hodgepodge in the all-water commodity rate structure. We are of opinion that the revision of commodity rates, with possibly a few exceptions, should be approved.

In the proceedings before us Price Administrator Leon Henderson was represented by very able counsel and an Economist in the Division of Research. It therefore appears appropriate to quote from Interstate Commerce Commission Report, Ex Parte No. 148, 255-ICC-357 (392), decided April 6, 1943, in which we concur in so far as the phraseology may not be in conflict with the Florida Statutes relating to the jurisdiction of the Railroad Commission:

"The Price Administrator contends that the Emergency Price Control and the Stabilization Acts modify or amend the provisions of the Interstate Commerce Act, and that, in the determination of a reasonable level of rates and fares, we must be controlled by the provisions of the Price Control and Stabilization Acts and administrative action thereunder. It is his position that the 'adequate transportation' provisions of the Interstate Commerce Act are superseded by the 'anti-inflation' provisions of the Stabilization Act, and that 'all regulatory standards must yield to the dominant purpose of the Stabilization Act.'

We do not agree with this view. At a time when war has imposed unprecedented burdens on the railroads, and has brought

them unprecedented earning, our duty is to determine a rate structure that will meet the requirements of the national transportation policy and the other governing provisions of the Interstate Commerce Act. We recognize the congressional objectives in the Price Control and Stabilization Acts to prevent inflation during the present emergency, and in the administration of those statutes the Director of Economic Stabilization and the Price Administrator will have our cooperation. We are also cognizant of the vital importance of the national transportation system in this crisis. Revenues from operations must be sufficient so that mere lack of money may not be cause of impairment of the transportation system."

We are not asked here to authorize a blanket adjustment, thereby disturbing the rate structure throughout the State of Florida, but to treat with a localized matter that is very much in need of repair.

We conclude that the facts of record constitute a special case justifying, to a considerable extent, the relief sought.

Therefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida, as follows:

1. It is **ORDERED** that the rail lines shall amend Rate Basis Numbers in their Freight Tariff 711-B (**FLORIDA TARIFF**) Agent R. H. Hoke's I.C.C. No. 519, as follows:

	BETWEEN		
AND	Jackson- ville	So. Jack- sonville	Saint Augustine
Daytona Beach	90-G	89-G	54-E
Titusville	135-J	134-J	98-G
Melbourne	175-L	174-L	138-J
Fort Pierce	222-N	221-N	186-L
Jupiter	264-P	263-P	227-N
West Palm Beach	280-P	278-P	243-N
Fort Lauderdale	322-Q	321-Q	285-P
Miami	346-R	345-R	310-Q
Homestead	375-S	373-S	338-R

2. It is **FURTHER ORDERED** that the rail lines shall establish class rates applicable between Jacksonville and South Jacksonville on the one hand, and Fort Lauderdale and Miami on the other, based on a first class rate of 135 cents per 100 pounds, outer classes to bear normal percentage relationships to the first class rate. Class rates 8th and lower may include the arbitrary comparable to the distance produced by the first class rate of 135 cents.

3. It is FURTHER ORDERED that the rail lines class rates authorized between Jacksonville and South Jacksonville on the one hand, and Fort Lauderdale and Miami on the other, shall be subject to Agent E. H. Dulaney's Exceptions No. 22, Note B exceptions, and to Agent Dulaney's Florida Intrastate Exceptions No. 6. Also to Southern Group Basis Tariff 700-B.

4. It is FURTHER ORDERED that the rail lines shall revise less-than-carload and carload commodity rates as set forth in Exhibit 1 of the record, EXCEPT that proposed revision on Baking or Yeast Powder; Cocoa; Gelatine; and Paper, are denied. Proposed rates on Asphalt and on Building Material, wooden, are denied by reason of Exceptions ratings producing a lower charge.

5. It is FURTHER ORDERED that the St. Johns River Line Company shall establish between Jacksonville and Lower East Coast ports of call class rates based on Rate Basis Numbers herein prescribed applicable to the rail lines, EXCEPT that the St. Johns River Line Company will disregard suffix letters on articles rated Classes 1 to 7 inclusive, and articles rated 35 per cent. of first class rate or higher in Southern Classification and exceptions thereto.

6. It is FURTHER ORDERED that the St. Johns River Line Company may establish between Jacksonville on the one hand and Fort Lauderdale and Miami on the other rates based on a first class rate of 108 cents per 100 pounds, outer classes to bear the normal percentage relationships to the first class rate.

7. It is FURTHER ORDERED that the St. Johns Company shall establish a minimum rate of 20 cents per 100 pounds on less-than-carload traffic, and on shipments rated any quantity when in quantities of less than 10,000 pounds, when pick-up and delivery service is performed.

8. It is FURTHER ORDERED that the St. Johns Company class rates shall be governed by the Southern Classification, and by Agent E. H. Dulaney's Exceptions No. 22, Note B exceptions, and by Agent Dulaney's Florida Intrastate Exceptions No. 6.

9. It is FURTHER ORDERED that the St. Johns Company class rates shall not exceed Eighty (80) per cent. of comparable rates herein prescribed applicable to the rail lines.

10. It is FURTHER ORDERED that the St. Johns Company may revise carload and less-than-carload commodity rates as proposed in Exhibit No. 19 of the record, EXCEPT that commodity rates shall not exceed the transportation charge that would be made by giving effect to the tariffs of exceptions.

11. It is FURTHER ORDERED that the common carrier motor freight lines shall establish in Florida Motor Freight Tariff No. 3, between Jacksonville and St. Augustine on the one hand and Daytona Beach, Titusville, Melbourne, Fort Pierce, Jupiter, West Palm Beach, Fort Lauderdale, Miami and Homestead, Rate Basis Numbers prescribed for application over the rail lines as set forth in Section 1 of this order, EXCEPT that the truck lines will disregard suffix letters. It is to be understood that these revised rate basis numbers, and the rates they produce, shall be governed by the same classification and exceptions thereto as now govern Tariff No. 3 above referred to.

12. It is FURTHER ORDERED that common carrier motor freight lines are authorized and directed to cancel present depressed class rates applicable between Jacksonville on the one hand and West Palm Beach and Miami on the other.

13. It is FURTHER ORDERED that the truck lines shall establish between Jacksonville on the one hand and Fort Lauderdale and Miami on the other first class rate of 135 cents per 100 pounds, outer classes to bear the same normal percentage relationships to the first class rate as now established between the various classes elsewhere in Florida.

14. It is FURTHER ORDERED that truck line class rates authorized between Jacksonville on the one hand and Fort Lauderdale and Miami on the other, shall be subject to the same classification and exceptions thereto as govern the other class rates published in Tariff No. 3, also the same group basis as govern other rates.

15. It is FURTHER ORDERED that the truck lines are authorized and directed to cancel less-than-truckload commodity rates as set forth in Exhibit 14 of the record.

16. It is FURTHER ORDERED that all changes and revisions authorized herein shall not become effective upon less than Fifteen (15) days notice to this Commission and the public.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 3rd day of November, 1943.

ORDER NO. 1385,

DOCKET NO. 1477, St. Johns Water Rates.

DOCKET NO. 1478, Truck Line Rates.

**IN THE MATTER OF REVISION OF CLASS AND COMMODITY RATES
FROM, TO, AND BETWEEN JACKSONVILLE, FLORIDA, AND
LOWER EAST COAST PORT CITIES.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In our Order No. 1384, dated November 3, 1943, we prescribed water differential to be employed by the St. Johns River Line Company in computing basis for class rates, not to exceed Eighty (80) per cent. of comparable rates therein prescribed applicable to the rail lines. We also required the common carrier motor freight lines to establish between Jacksonville on the one hand and Fort Lauderdale and Miami on the other, first class rate of 135 cents per 100 pounds, outer classes to bear the normal percentage relationships to the first class rate.

Upon giving the matter further consideration the Commission is of opinion its Order should be modified.

It is therefore ORDERED that Section 9 of Order No. 1384 is hereby amended to the extent that the St. Johns River Line Company class rates shall not be less than Eighty (80) per cent., nor more than Ninety (90) per cent. of comparable class rates applicable to the rail lines, EXCEPT that the rates from and to West Palm Beach, Fort Lauderdale and Miami shall be Eighty (80) per cent. of the rail rates.

It is FURTHER ORDERED that Sections 13 and 14 of Order No. 1384, be, and same are, hereby, vacated and set aside.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 18th day of November, 1943.

ORDER NO. 1386.

DOCKET NO. 1498.

IN THE MATTER OF THE APPLICATION OF THE OVERSEAS TRANSPORTATION COMPANY FOR AUTHORITY TO REVISE CLASS RATES BETWEEN POINTS ON THEIR LINE, ALSO BETWEEN STATIONS ON THE OVERSEAS AND OTHER TRUCK LINE POINTS IN FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 817, dated October 7, 1943, and our Change in Notice of Hearing, dated October 13, 1943, the above matter came on for hearing before the Florida Railroad Commission of the State of Florida, at the Dade County Court House in the City of Miami, Florida, on November 2, 1943, and then and there appeared the following: -

A. M. Adams and W. G. Dinsmore for the Overseas Transportation Company. C. A. Gertner and T. B. Smith for the Florida Intrastate Rate Bureau. Thomas E. Grady for the Greater Miami Traffic Association and others. R. H. Harrison for Broward County Port Authority and Fort Lauderdale interests. B. C. Papy for certain Key West shippers.

In its Order No. 419, Docket No. A. T. 37, this Commission prescribed reasonable maximum rates applicable over common carrier motor freight lines authorized to do an intrastate business in the State of Florida. These rates became effective February 1, 1932. Under date of August 12, 1938, the Overseas Transportation Company voluntarily sought a downward revision of class rates applicable from, to, and between points on its line for the purpose of harmonizing its class rate structure with that applicable generally throughout Florida. The Overseas Company was permitted to do this in our Order No. 1101, and the revision became effective November 10, 1938. By petition dated October 1, 1943, the Overseas Transportation Company now seeks to restore its class rates to the level prescribed in our Order No. 419.

The Overseas Transportation Company operations are unique. Nowhere throughout the country will be found a common carrier serving a similar territory. Between Miami and Florida City, a distance of 29 highway miles, it serves normal mainland territory. Between Florida City and Key West, a distance of 143 miles, the territory traversed is sparsely settled. Crossing Card Sound, approximately 15 miles southeast of Florida City, the route over the Florida Keys is a sort of "stepping-stone" affair from island to island, there being no back-country on either side to serve.

The Overseas Company is now the only common carrier of freight serving the territory between Florida City and Key West. The Florida East Coast Railway abandoned this territory during the latter part of 1935. Deep-sea vessels formerly making port-of-call at Key West have been withdrawn for the duration of the war; all of which has had the effect of burdening applicant with great quantities of low-rated heavy commodities increasing operating cost far beyond increase in freight revenue.

Several witnesses for applicant stated of record that the preponderance of tonnage is southbound. There is a very limited amount of northbound tonnage. The movement of freight from, to, and between, intermediate points is practically nil, and that there is no overhead traffic.

Applicants directs our attention to bridge toll charges necessary to pay in operating over the highway traversing the Florida Keys. During the year 1942 this amounted to \$45,279.80 equaling 6.65 per cent. to operating revenue. For the first nine months of the year 1943 the sum was \$38,663.75 equality 7.79 per cent. By way of comparison applicant points out that carriers crossing Tampa Bay pay less than one-half of one per cent. of their operating revenue as toll charges.

We conclude that the facts of record constitute a special case justifying the relief sought.

Therefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida, as follows:

1. It is **ORDERED** that applicant shall establish Rate Basis Numbers including suffix letters as set forth in the application, **EXCEPT** that the Rate Basis Numbers between Jacksonville and St. Augustine on the one hand, and Islamorada, Marathon and Key West on the other, shall be reduced by nineteen (19) to conform with basis prescribed in our Order No. 1384 from and to other East Coast points.

2. It is **FURTHER ORDERED** that Rate Basis Numbers now published in Section 5 of Florida Motor Freight Tariff No. 3, providing basis for rates between points served by the Overseas Transportation Company shall be cancelled.

3. It is **FURTHER ORDERED** that the difference in cents per 100 pounds between the present rates and the rates that will be produced as a result of this Order, shall accrue solely to the Overseas Transportation Company.

4. It is **FURTHER ORDERED** that the revision herein authorized shall become effective on January 1, 1944, but not upon less than fifteen (15) days notice to this Commission and the public.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 24th day of November, 1943.

ORDER NO. 1387,

DOCKET NO. 1474.

**IN THE MATTER OF REVISION OF CLASS AND COMMODITY RATES,
FROM, TO, AND BETWEEN JACKSONVILLE, FLORIDA, AND
LOWER EAST COAST PORT CITIES.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

In Section 4 of our Order No. 1384, dated November 3, 1943, there was inadvertently omitted adjustment to be made in certain commodity rates from Jacksonville, Florida, to Lower East Coast port cities applicable over the rail lines serving that territory.

It is therefore the purpose of this Order to amend Section 4 of our Order No. 1384 to include the following commodities and establish rates named herein which are stated in cents per 100 pounds:

It is **ORDERED** that Section 4, page 5, of Order No. 1384 shall be amended to include the following:

BUILDING MATERIAL, Wooden, Viz: Door and Window Frames, unfinished (unglazed); Moulding, unfinished; Sash and Doors, unglazed and glazed with glass other than bent, leaded or plate glass, to Miami, Fla., less carload, Rate 50 cents.

CANNED GOODS, carload, minimum weight 36,000 pounds, to Fort Pierce and Miami, Rate 25 cents.

COFFEE OR COFFEE SUBSTITUTES, (Cereal, fruit or vegetable), to Fort Pierce, Miami and West Palm Beach, less carload, Rate 30 cents.

GASES, COMPRESSED, in cylinders, carload, minimum weight 30,000 pounds, to Miami, Rate 40 cents.

GAS, Protane, in cylinders, carload, minimum weight 30,000 pounds, to Fort Pierce and Miami, Rate 40 cents.

SOAP, SOAP POWDER, WASHING POWDER, OR SCOURING COMPOUNDS OR CLEANING COMPOUNDS, Dry or Liquid, to Dania, Fort Lauderdale, Fort Pierce, Hollywood, Miami and West Palm Beach, less carload, Rate 30 cents.

SYRUP (Except coloring, flavoring, fruit or medicated), including Malt Syrup, in tin cans, boxed or jacketed, or in wood, any quantity, to Fort Pierce and Miami, Rate 35 cents.

TELEPHONE AND TELEGRAPH MATERIAL AND SUPPLIES, carload, minimum weight 30,000 pounds, to Fort Pierce, Miami, and West Palm Beach, Rate 30 cents.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 27th day of November, 1943.

ORDER NO. 1388,

DOCKET NO. 1501.

**IN RE: REDUCTION AND ADJUSTMENTS FOR THE STATE OF
FLORIDA IN INTRA-STATE MESSAGE TOLL RATES OF ALL
TELEPHONE COMPANIES.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

The Florida Railroad Commission has had before it for consideration the question of reducing intra-state toll message telephone rates. The Commission has made exhaustive studies in connection with this question and from the facts which it has developed is of the opinion that a reduction of approximately \$266,600.00 per annum should be made in the intrastate toll message rates of the Southern Bell Telephone and Telegraph Company and that a corresponding reduction in the intrastate toll message rates be made by all other telephone companies operating in Florida, so far as it shall apply to their operations.

The Commission has prepared tariff sheets Numbers One, Two, Three and Four and is of the opinion that the schedules as shown on the Tariff Sheets should be made a part of the official Tariffs of every telephone company operating in the State of Florida.

WHEREFORE, it is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that Tariff Sheets Numbers One, Two, Three and Four, copy of which are attached hereto and made a part of this Order be and the same are hereby ADOPTED as the proper rates to be charged by all Telephone Companies in Florida on Intrastate Toll Messages.

It is FURTHER ORDERED that each Telephone Company operating in the State of Florida adopt the schedules shown on the attached Tariff Sheets and publish them in their official tariffs to become effective January 1, 1944, or the first billing date thereafter. Jurisdiction of this cause and all matters relating thereto is hereby retained for the purpose of making such further order or orders as the Commission may deem meet and just.

DONE and ORDERED by the Railroad Commission of the State of Florida in open session at their offices in the Supreme Court Building, Tallahassee, Florida, this 19th day of November, 1943.

INTRASTATE MESSAGE TOLL TELEPHONE SERVICE

II. INTRASTATE

C. TWO POINT SERVICE

7. Initial and Overtime Rates

(2) The overtime period is the unit of time used for measuring

and charging for time in excess of the initial period.

8. Initial Period Rates

The following initial period rates apply to intrastate business between all points within the State.

a. All initial period rates are for telephone connections of three minutes or any fraction thereof, except that:

Where the initial period
station-to-station rate is

10c

15c

20c

25c

The initial period for
station-to-station calls is

5 minutes

5 minutes

5 minutes

5 minutes

b. Basic Mileage Schedule

RATE AIR-LINE MILES		STATION-TO-STATION		PERSON-TO-PERSON	
Over	Up to and including	Day Rates	Night and Sunday Rates	Day Rates	Night and Sunday Rates
0	12	\$.10	\$.10	\$.15	\$.15
12	18	.15	.15	.25	.25
18	24	.20	.20	.30	.30
24	30	.25	.25	.35	.35
30	36	.30	.30	.40	.40
36	42	.35	.35	.50	.50
42	48	.40	.35	.55	.50
48	64	.45	.35	.60	.55
64	80	.50	.35	.70	.60
80	96	.60	.35	.80	.60
96	112	.65	.40	.90	.60
112	128	.70	.40	1.00	.70
128	150	.75	.45	1.05	.75
150	172	.80	.50	1.10	.85
172	196	.85	.55	1.20	.90
196	220	.90	.60	1.25	.95
220	244	.95	.65	1.30	1.00
244	268	1.00	.65	1.35	1.05
268	292	1.05	.65	1.40	1.05
292	316	1.10	.70	1.50	1.10
316	340	1.15	.80	1.55	1.20
340	370	1.20	.80	1.60	1.20
370	400	1.25	.85	1.70	1.30
400	430	1.30	.90	1.75	1.35
430	460	1.35	.95	1.80	1.40
460	490	1.40	1.00	1.90	1.50
490	520	1.45	1.05	1.95	1.55
520	550	1.50	1.10	2.00	1.60
550	580	1.55	1.15	2.10	1.70
580	610	1.60	1.20	2.15	1.75
610	624	1.65	1.25	2.20	1.80

c. Exceptions to Basic Mileage Schedule

Rates if Basic Mileage
Schedule Applied

	Day Station-to-Station	Rates in Effect Day Station-to-Station
Jacksonville-Golden Beach	\$ 1.20	\$ 1.15
Jacksonville-Ponte Vedra	.20	.15*
Golden Beach-Miami	.15	.10**
Vero Beach-Sebastian	.15	.10**

Rates for other classes of service take the rate spread for the \$1.15 day station-to-station rate as given in the basic mileage schedule.

* Rates for other classes of service take the rate spread for the 15 cents day station-to-station rate as given in the basic mileage schedule.

** Rates for other classes of service take the rate spread for the 10 cents day station-to-station rate as given in the basic mileage schedule.

9. Overtime Rates

The following overtime rates apply in connection with the initial period rates in Paragraph 8 preceding:

a. All overtime rates are for each additional minute or any fraction thereof that the telephone connection continues beyond the initial period, except that:

Where the initial period station-to-station rate is	The overtime period for station-to-station calls is
10c	3 minutes
15c	2 minutes
20c	2 minutes

b. Station-to-Station Service

(1) The overtime rates are one-third of the initial period rates, except as noted in "d" following, computed to the even or next lower multiple of 5 cents.

c. Person-to-Person Service

(1) For the first three minutes of overtime the overtime rates are one-third of the initial period rates computed to the even or next lower multiple of 5 cents.

(2) After the first three minutes of overtime the overtime rates for day, night and Sunday service are the same as the overtime rates for the corresponding day, night or Sunday station-to-station service. The overtime period is one minute at all rate steps.

d. Table of Overtime Rates

STATION-TO-STATION		PERSON-TO-PERSON					
When the Initial Period Rate is	The Overtime Rate per Minute or Fraction Thereof is	DAY			NIGHT AND SUNDAY		
		When the Initial Period Rate is	The Overtime Rate per Min. or Fraction Thereof is		When the Initial Period Rate is	The Overtime Rate per Min. or Fraction Thereof is	
			First 3 Over-time Minutes	After 3 Over-time Minutes		First 3 Over-time Minutes	After 3 Over-time Minutes
	3 min.						
\$.10	\$.05	\$.15	\$.05	\$.05	\$.15	\$.05	\$.05
.15	2 min. .05	.25	.05	.05	.25	.05	.05
.20	2 min. .05	.30	.10	.05	.30	.10	.05
.25	.05	.35	.10	.05	.35	.10	.05
.30	.10	.40	.10	.10	.40	.10	.10
.35	.10	.50	.15	.10	.50	.15	.10
.40	.10	.55	.15	.10	.55	.15	.10
.45	.15	.60	.20	.15 (C)	.60	.20	.10
.50	.15	.70	.20	.15 (C)	.70	.20	.10 (C)
.55	.15	.80	.25	.20 (C)	.75	.25	.15 (C)
.60	.20	.90	.30	.20 (C)	.85	.25	.15 (C)
.65	.20	1.00	.30	.20 (C)	.90	.30	.15 (C)
.70	.20	1.05	.35	.25 (C)	.95	.30	.20 (C)
.75	.25	1.10	.35	.25 (C)	1.00	.30	.20 (C)
.80	.25	1.20	.40	.25 (C)	1.05	.35	.20 (C)
.85	.25	1.25	.40	.30 (C)	1.10	.35	.20 (C)
.90	.30	1.30	.40	.30 (C)	1.20	.40	.25 (C)
.95	.30	1.35	.45	.30 (C)	1.30	.40	.25 (C)
1.00	.30	1.40	.45	.35 (C)	1.35	.45	.30 (C)
1.05	.35	1.50	.50	.35 (C)	1.40	.45	.30 (C)
1.10	.35	1.55	.50	.35 (C)	1.50	.50	.30 (C)
1.15	.35	1.60	.50	.40 (C)	1.55	.50	.35 (C)
1.20	.40	1.70	.55	.40 (C)	1.60	.50	.35 (C)
1.25	.40	1.75	.55	.40 (C)	1.70	.55	.35 (C)
1.30	.40	1.80	.60	.45 (C)	1.75	.55	.40 (C)
1.35	.45	1.90	.60	.45 (C)	1.80	.60	.40 (C)
1.40	.45	1.95	.65	.45 (C)			
1.45	.45	2.00	.65	.50 (C)			
1.50	.50	2.10	.70	.50 (C)			
1.55	.50	2.15	.70	.50 (C)			
1.60	.50	2.20	.70	.55 (C)			
1.65	.55						

ORDER NO. 1389,

DOCKET NO. 1217.

**IN RE: CHANGE IN NIGHT RATES ON INTRASTATE MESSAGES
OF ALL TELEPHONE COMPANIES OPERATING IN FLORIDA.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

The Florida Railroad Commission has given careful consideration to the matter of changing the time in which reduced night rates apply on Intrastate Toll Telephone Messages in Florida so as to make said rates apply between 6:00 P. M. and 4:30 A. M. instead of the present period which applies between 7:00 P. M. and 4:30 A. M. This change would result in adding one hour in which the reduced night rates on Toll Messages apply.

From the analysis made it appears that such change would more fully meet the convenience and necessity of the public and at the same time effect a saving to telephone users in the State of Florida of approximately \$185,000.00 per annum. The Commission, therefore, is of the opinion that night rates on Intrastate messages should apply between 6:00 P. M. and 4:30 A. M. effective March 1, 1944.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that each Telephone Company operating in the State of Florida change the night rates on Intrastate Toll Messages so as to apply between 6:00 P. M. and 4:30 A. M., effective March 1, 1944.

It is further **ORDERED** that each Telephone Company operating in the State of Florida file with the Commission corrected Tariff Sheets to show the change provided for in this order.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 8th day of February, 1944.

REPORT OF TELEPHONE ENGINEER

In the Forty-sixth Annual Report a detailed account was given of the conditions in the Telephone Industry in this State. It was pointed out that shortages in personnel and materials, together with certain restrictions placed on the telephone companies' activities by orders of the War Production Board had suspended the normal expansion of the telephone business and that the efforts of the management, under such

conditions, were conservation of existing property and operation under the handicap of labor and material shortages.

The following is a report of the activities of this department during the past year. These activities consisted of numerous tests of subscribers' apparatus, telephone switchboards, and stopwatch tests of the service rendered. There were approximately 5800 telephone users interviewed and their telephone equipment inspected.

There were 87 inspections made of telephone properties, making check of plant facilities and the quality of the transmission. All defective conditions found in these inspections were reported to the management and the remedies applied. Inspection of a telephone property takes on an average of two to three days.

Army camps, naval bases and airports were visited and in conjunction with government and army officials, numerous tests and measurements were made of the apparatus used by the Government. Corrective steps were taken where found necessary.

Fifty-eight informal complaints of telephone subscribers' service were investigated and cleared up.

INFORMAL APPLICATIONS AND COMPLAINTS

- RC-1 Closing Matoaca Agency. Atlantic Coast Line Railroad Company. Granted.
- RA-2 Abandoning team track at Remlap, Fla. Atlantic Coast Line Railroad Company. Granted.
- RA-3 Abandoning station building at Utopia, Fla. Atlantic Coast Line Railroad Company. Granted.
- RA-4 Abandoning station platform at Cadillac. Atlantic Coast Line Railroad Company. Granted.
- RA-5 Discontinuing Pocataw as non-agency station. Florida East Coast Railway. Granted.
- RA-6 Abandoning Lokosee as non-agency station. Florida East Coast Railway. Granted.
- RA-7 Dismantling depot at Esto. Louisville & Nashville Railroad Company. Granted.
- RA-8 Discontinuing passenger service on Crestview-Floralá branch. Louisville & Nashville Railroad Company. Granted.
- RA-9 Abandoning depot building at Noma. Louisville & Nashville Railroad Company. Granted.
- RA-10 Retiring spur tracks located at Deer Lake, Bruing, Gribbles Spur, Masons and Baskins. Retiring buildings at Fairbanks, Laurel and Fort Green. Seaboard Air Line Railway. Granted.
- REA-11 Closing express agency at Mascotte, Fla. Railway Express Agency. Adjusted.
- REA-12 Closing agency at Oneco, temporarily. Railway Express Agency. Granted.
- REA-13 Closing agency at Brandon. Railway Express Agency. Granted.
- REA-14 Closing agency at Holts. Railway Express Agency. Granted.
- TC-15 Poor service, Mt. Dora. O. M. Simpson vs. Florida Telephone Corporation. Adjusted.
- TC-16 Installation requirements. A. M. Prevatt vs. Southern Bell Telephone and Telegraph Company. Adjusted.
- TC-17 Office hours, Oviedo. Nelson and Company vs. Western Union. Settled.

- RA-18 Changing agency from Ruskin to North Ruskin. Atlantic Coast Line Railroad Company. Approved.
- RA-19 Retiring facilities at Salvista, Flivay Junction, Lake Garfield and Hillside. Seaboard Air Line Railway. Granted.
- RC-20 Failure furnish cars at Union City. Gibson Paperwood Company vs. Southern Railway System. Settled.
- REA-21 Closing LaBelle Agency. Railway Express Agency. Granted.
- REA-22 Closing agency at Mineola. Railway Express Agency. Granted.
- TC-23 Poor service, Madison. T. F. Burnett vs. Southeastern Telephone Company. Settled.
- TC-24 Service, Apopka. John Masek vs. Florida Telephone Corporation. Dropped.
- TC-25 Telephone charges. Mrs. Susan T. Mousley, Miami vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-26 Deposit requirements. F. C. Spadaro, Jacksonville, vs. Southern Bell Telephone and Telegraph Company. Settled.
- RA-27 Abandoning spur track at Avalon, Fla. Louisville & Nashville Railroad Company. Granted.
- RA-28 Removing spur business track at Criglar. Louisville & Nashville Railroad Company. Granted.
- RA-29 Retiring depot at Harold. Louisville & Nashville Railroad Company. Granted.
- TC-30 Toll calls—time limit. A. H. Touscany, Miami Beach, vs. Southern Bell Telephone and Telegraph Company. Dropped.
- TC-31 Charges, telephone. Nearing Coal & Builders' Supply Company, Marianna, vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-32 Poor service, Leesburg. Ellis F. Davis vs. Florida Telephone Corporation. Settled.
- TC-33 Poor service, Eustis. Mrs. B. F. Kauffman, Grand Island, vs. Florida Telephone Corporation. Settled.
- REC-34 Delivery service, express. Edgewater. Citizens vs. Railway Express Agency. Dropped.
- REC-35 Express service, Alturas. E. L. Grass vs. Railway Express Agency. Dropped.

- REC-36 Express service, Avon Park. Engelmann Poultry Farm vs. Railway Express Agency. Settled.
- REC-37 Delivery service, express. J. M. Fisher, Tampa, vs. Railway Express Agency. Settled.
- TC-38 Duplicate charges for message. H. B. Fletcher, Dover, vs. Western Union. Settled.
- TC-39 Service, Mt. Plymouth. Alfred F. Schrup vs. Florida Telephone Corporation. Adjusted.
- RC-40 Ely Dredging and Construction Company vs. Florida East Coast Railway. Settled.
- RA-41 Abandoning public delivery track at Suwannee Valley. Georgia, Southern and Florida Railway. Granted.
- RA-42 Removing station building at Wade, Fla. Atlantic Coast Line Railroad Company. Granted.
- RC-43 Loading facilities, Port St. Joe. Port St. Joe Paper Company vs. Atlantic Coast Line Railroad Company. Settled.
- RC-44 Service, Cross City Chamber of Commerce vs. Atlantic Coast Line Railroad Company. Settled.
- RA-45 Retiring station building at Indian River City. Florida East Coast Railway. Granted.
- RA-46 Retiring station building Gomez. Florida East Coast Railway. Granted.
- RA-47 Discontinuing station building Montbrook. Seaboard Air Line Railway. Denied.
- RC-48 Louis Weiman vs. Florida East Coast Railway. Settled.
- RA-49 Retiring station building at Palm Bay. Florida East Coast Railway. Granted.
- RC-50 Flag stop, Roseland. Mr. Ashburner vs. Florida East Coast Railway. Settled.
- RA-52 Removing station building at Sapp, Fla. Atlantic Coast Line Railroad Company. Granted.
- RA-53 Removing station building at Manning, Fla. Atlantic Coast Line Railroad Company. Granted.
- TC-54 Poor service, W. P. Beach. Mr. Maurice Dickson vs. Southern Bell Telephone and Telegraph Company. Settled.

- TC-55 Telephone charges. R. L. Bailey, Blountstown, vs. St. Joseph Telephone and Telegraph Company. Settled.
- TC-56 Service, Mt. Dora. William L. Barnett vs. Florida Telephone Corporation. Settled.
- TC-57 Service, Kissimmee. Florida Telephone Corporation. Settled.
- TC-58 Telephone service, Ocklawaha. Mrs. J. M. Duncan vs. Florida Telephone Corporation. Settled.
- TC-59 Service, Mrs. F. C. Hester, Leesburg, vs. Florida Telephone Corporation. Settled.
- TC-60 Installation charges. Macclenny Telephone Company. Settled.
- TC-61 Service, Micanopy. Carroll B. Emerson and Frank Clyatt vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-62 Rates, Jacksonville. Alfred C. Ulmer vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-63 Telephone toll charges. Howard Rowton, Palatka, vs. Southern Bell Telephone and Telegraph Company. Settled.
- RA-64 Abandoning depot Lumberton. Atlantic Coast Line Railroad Company. Granted.
- RA-65 Removing public team track at Ironhead. Atlantic Coast Line Railroad Company. Granted.
- RA-66 Discontinuing Lake Pickett as LCL station. Florida East Coast Railway. Granted.
- RA-67 Discontinuing Olive as flag stop. Louisville & Nashville Railroad Company. Granted.
- REA-68 Extending Sebring deliver and pickup service to include Henderson Field. Railway Express Agency. Granted.
- REC-69 Express shipments, Homestead. Brooks, Inc., vs. Railway Express Agency. Settled.
- RA-70 Retiring team track at Orange Heights. Seaboard Air Line Railway. Granted.
- RA-71 Discontinuing Calhoun as flag stop. Georgia and Florida Railroad. Granted.
- TC-72 Service, Mt. Dora. Dr. Colley vs. Florida Telephone Corporation. Settled.

- TC-73 Telephone service, Mt. Dora. Swift Wood-Craft Company vs. Florida Telephone Corporation. Settled.
- TC-75 Telephone service. E. D. Bedenbaugh, Orlando, vs. Florida Telephone Corporation. Settled.
- TC-76 Telephone service, Summerfield. Hon. Nathan Mayo vs. Florida Telephone Corporation. Settled.
- RA-77 Dismantling station Chuluota. Florida East Coast Railway. Granted.
- RA-78 Retiring stockpen facilities, White Springs. Southern Railway System. Granted.
- RA-79 Abandoning Gotha as station and removing station building. Atlantic Coast Line Railroad Company. Granted.
- RA-80 Discontinuing Sorrento as station and abandoning station building. Atlantic Coast Line Railroad Company. Granted.
- RC-81 Alexander Baird Company vs. Atlantic Coast Line Railroad Company. Settled.
- RC-82 Crescent City Fruit Company vs. Atlantic Coast Line Railroad Company. Settled.
- RC-83 Mrs. Ruby Mcl. Floyd, Postmaster, Elkton, vs. Florida East Coast Railway. Pending.
- RC-84 E. R. Ensey, Walton, vs. Railway Express Agency. Settled.
- RA-85 Changes station facilities, Waldo. Seaboard Air Line Railway. Granted.
- RA-86 Abandoning loading track at Duval. Seaboard Air Line Railway Company. Granted.

**Motor Transportation
Department**

MOTOR TRANSPORTATION DEPARTMENT

During the calendar year 1943, the Commission had an average of eleven inspectors whose duties included the enforcement of provisions of the Florida Motor Transportation Act. During that period the inspectors made

Number of arrests	97
Convictions	90
Cases dismissed	7
Cases pending	2
Number of miles traveled	242,507

DIGEST OF APPLICATIONS FILED WITH THE
RAILROAD COMMISSION 1943

	Granted	Denied	Dismissed or Withdrawn	Trans- ferred
Applications Common Carrier	11	1	3	2
Applications Contract Carrier	3	1	1	..
Applications Limited Common Carrier	3	1	..	4

CERTIFICATES AND PERMITS IN EFFECT

Common Carrier Certificates	65
Contract Carrier Certificates	31
Interstate Special Permit Carriers	33
Intrastate Limited Common Carriers (Household Goods)	65
Certificate of Registration	42
Passenger Permit (for hire) Carriers	216
Reciprocal Carriers	164

NUMBER PIECES OF EQUIPMENT LISTED WITH THE COMMISSION

Common	1,175
Contract	176
Permit, Passenger	896
Certificate of Registration	771
Reciprocal	870
Special Freight Permit	55
Limited Common Carrier	667

THE FOLLOWING WRECKS WERE REPORTED BY TRUCK AND BUS LINES TO THE RAILROAD COMMISSION FOR THE YEAR 1943:

**Florida Motor Lines Corpn.
Jacksonville, Florida.**

January 17, 1943—Lakeland, Florida. Bus stopped and would not start. A mechanic was trying to get bus started—the driver was mashing the starter while mechanic was pouring gasoline into carburetor when the motor back-fired and caught the gasoline on fire. Passengers wounded, ten.

January 26, 1943—9 miles south of Stuart, Florida. Bus was forced off road by car coming headon. Equipment damage \$50.00. Passengers wounded, one.

January 30, 1943—On Seven Mile Bridge, about ten miles south of Marathon. Iron construction equipment had been left in traffic lane. It was impossible to see object until too late to avoid hitting it. Equipment damage \$300.00. No injuries.

February 4, 1943—Miami, Florida. Bus No. 1, going west on Northeast First St., a one way street to intersection of Second Ave., traveling about 15 miles per hour. Bus No. 1, had entered intersection Second Ave. when Bus No. 2 crossed in front of Bus No. 1. Speed of Bus No. 2, estimated at 40 miles per hour. Front of Bus No. 1 struck right side of Bus No. 2. Bus No. 2 pulled Bus No. 1 sideways about ten feet. Equipment damage \$100. Other damage \$1500. Wounded others, four.

February 20, 1943—Tampa, Florida. Car hit left front corner of bus at street intersection. Equipment damage \$200.00. Passengers wounded, three. Employees wounded, one. Other damage \$100.00.

February 21, 1943. Karona, Florida. Car parked on road with no lights. Bus came upon car in fog. Equipment damage \$125.00. Other damage \$200.00. Others wounded, one.

March 20, 1943—Seven miles north of Ft. Pierce, Florida. Bus No. 1 was following Vehicle No. 2 and getting ready to pass. Just as Bus No. 1 was ready to pass Vehicle No. 2, Vehicle No. 2 swerved about half-way onto left side of road in path of Bus No. 1. Vehicle No. 2, slowed down just as it swerved in path of Bus No. 1. Right front fender of Bus No. 1 struck the tail gate on left side of Vehicle No. 2. Vehicle No. 2 swerved off right side of road after being hit by Bus No. 1, and struck a palm tree a glancing blow with right front fender after traveling about 75 feet. Vehicle No. 2 traveled about twenty-five feet after hitting palm tree. Equipment damage \$25.00. Other damage \$30.00. Others wounded, two.

March 27, 1943—Fort Lauderdale, Florida. Bus driver noticed car coming head on and weaving on road. Bus driver pulled to extreme right hand side of road and had slowed to approximately 10 miles per hour. Other car came head on and hit bus on right front. Equipment damage \$200.00. Other damage \$100.00. Passengers wounded, two. Others wounded, four.

April 3, 1943—Lake Park, Florida. Collision. Equipment damage \$600.00. Other damage \$1,300.00. Others wounded, one. Employees wounded, one.

April 21, 1943. Just south of north city limits of Eau Gallie, Florida. Car was parked on street with no lights and unoccupied. Bus was traveling in dimout area and came upon car in dark. Before bus driver could swerve, the right front of bus hit left rear of car. Equipment damage \$25.00. Other damage \$75.00. Others killed, one. Passengers wounded, two.

May 1, 1943—St. Petersburg, Florida. Other vehicle making U turn drove in front of bus. Driver of other vehicle jumped out and ran. Equipment damage \$20.00. Other damage \$200.00.

May 3, 1943—Gifford, Florida. Pickup truck pulled from behind a parked truck to cross over highway in direct path of oncoming bus. Equipment damage \$600.00. Other damage \$100.00. Passengers wounded, one.

May 5, 1943. South Miami, Florida. Headlights on truck were on high beam and blinded driver of bus meeting truck. Equipment damage \$100.00. Other damage \$480.00.

May 14, 1943—Ojus, Florida. First bus had stopped for railroad spur; second bus ran into rear end of first bus. Investigation indicates accident caused by carelessness of driver of second bus. Damage second bus \$500.00. Damage first bus, \$200.00. Passengers wounded, ten.

May 14, 1943—Five miles south of Stuart, Florida. Oncoming truck ran bus off road and sideswiped bus. Equipment damage \$100.00. Passengers wounded, three.

June 22, 1943—One mile south of Apopka, Florida. Bus was following convoy of army trucks, going up slight upgrade to crest of hill. Army trucks started stopping suddenly due to accident beyond hill-crest. Three army trucks hit each other due to ones in front stopping. Bus ran into rear end of last truck. Equipment damage \$75.00. Other damage \$150.00. Passengers wounded, seven.

July 4, 1943—St. Petersburg, Florida. Bus traveling on extreme right hand side of road. Car heading head-on toward bus. At last minute rather than go in right hand ditch, driver of bus attempted to go to left of approaching car. After bus had turned to left side of road, car swerved back to his right. Equipment damage \$250.00. Damage other, \$250.00. Others killed one. Others wounded, three.

July 5, 1943—Three miles north of Dade City, Florida. Other vehicle lost control of car in making turn in road. Other vehicle went across road and hit bus. Equipment damage \$500.00. Other damage \$250.00. Others wounded, three. Passengers wounded, one.

August 17, 1943—Cocoa, Florida. Fire started underneath bus, cause of accident has not been determined. It is being assumed the hot exhaust caught baggage compartment on fire. Equipment damage \$15,000.00. Passengers wounded, one. Employees wounded, one.

August 3, 1943—Jacksonville, Florida. Bus was going south on one way street when station wagon going west started to cross. Right front fender of station wagon hit left front fender of bus. Driver of station wagon either fell or jumped from station wagon. Equipment damage \$25.00. Other damage \$100.00. Others wounded, one.

August 3, 1943—Princeton, Florida. Car ran into rear of bus. Equipment damage \$25.00. Other damage \$200.00.

August 29, 1943—Jacksonville, Florida. Bus stalled on railway crossing. Train hit bus about seven feet from front end of bus. All passengers had disembarked at time of accident. Equipment damage \$3500.00.

August 31, 1943—Perry, Florida. Bus was turning corner to the left and after he had just about completed turn, car came in between curb and left hand side of bus, striking left hand side of bus. Equipment damage \$5.00. Other damage \$100.00.

September 18, 1943—One mile south of Denham, Florida. Touring car, in passing army truck, meeting bus, lost control, spun around four times, crossed road and hit bus. Equipment damage \$200.00. Other damage \$700.00. Others wounded, one.

October 6, 1943—Eight miles west of Daytona, Florida. Vehicle No. 1 was meeting Vehicle No. 2, in stormy, rainy weather. About 30 feet before the vehicles met, driver of Vehicle No. 2 flashed on bright lights, blinding driver of Vehicle No. 1. Driver of Vehicle No. 1 was slowing to a stop at time. The right front wheel of Vehicle No. 1 went off pavement, causing vehicle to pull to right into ditch. Equipment damage \$75.00. Passengers wounded, one.

October 20, 1943—Twelve miles east of Tallahassee, Florida. Car was parked, with no lights, approximately ten or 15 feet inside of smoke bank. Bus slowed to approximately 25 miles per hour upon entering smoke bank and was only about ten feet from car when driver saw car. Equipment damage \$75.00. Other damage \$800.00. Others killed, two. Others wounded, one. Passengers wounded, three.

October 25, 1943—One and one-half miles east of High Springs, Florida. Car meeting bus, went on left side of road and hit bus head-on. Equipment damage \$800.00. Other damage \$150.00. Others wounded, one. Passengers wounded, five.

October 10, 1943—Miami, Florida. Bus had stopped for red light, waiting for almost the entire length of time the light was on red, when car crashed into rear of bus. Equipment damage \$30.00. Other damage \$200.00. Others wounded, one.

November 5, 1943—Lake Alfred, Florida. Bus had sounded horn and passing car, which was going in same direction. Car suddenly turned to left to enter side street. Bus was too near car to stop and right front of bus hit left front of car. Equipment damage \$200.00. Other damage \$100.00. Passengers wounded, two.

November 9, 1943—St. Petersburg, Florida. Bus was being towed to shop by truck and was making right turn. Car was coming into intersection on cross street. Both drivers apparently thought there was ample room to pass and neither stopped. Left front of bus hit left side of car. Equipment damage \$10.00. Other damages \$150.00. Others wounded, two.

November 15, 1943—Williston, Florida. Bus caught on fire around left rear wheel. Equipment damages \$3500.00.

November 3, 1943—Tampa, Florida. Bus was traveling on Grand Central Avenue, a through street. Car traveling on Lisbon Street, a stop street, hit bus at intersection. Equipment damage \$350.00. Other damage \$400. Others wounded, two.

November 26, 1943—Two miles north of Ft. Lauderdale, Florida. Crowded off highway by oncoming car. Equipment damage \$50.00. Passengers wounded, nine.

November 27, 1943—Five miles south of Ocala, Florida. Bus caught fire. Completely demolished. Equipment damage \$20,000.00. Damage to baggage.

December 4, 1943—Lake Worth, Florida. Car ran through stop street and hit bus. Driver of car was later charged with drunken driving. Equipment damage \$10.00. Other damage \$75.00.

December 5, 1943—Jacksonville, Florida. Bus had broken down approximately fifteen feet east of intersection of Broad and Bay Streets. Dinsmore Dairy Truck came around corner and hit rear of bus. Equipment damage \$180.00. Other damage \$150.00. Employees wounded, one.

December 22, 1943. One mile south of Wabasso, Florida. Bus was meeting car at night and on long curve. Car did not have lights burning and was on wrong side of road. When lights from bus picked up car, it was too late for driver to avoid accident. Equipment damage \$25.00. Other damage \$150.00. Others wounded, two.

**Fogarty Brothers Transfer, Inc.,
Bradenton, Florida.**

April 24, 1943—Just south city limits of Bradenton, Florida, on 9th Street between 26th and 27th Avenue. Struck pedestrian. Others wounded, one.

**Great Southern Truck Company,
Jacksonville, Florida.**

March 25, 1943—Myrtle Street underpass, Jacksonville, Florida. Driver confused in regard to proper street to take in order to get on U. S. Highway No. 17. The driver turned left on Myrtle Ave. and started under a 9-foot underpass with tractor and trailer. The trailer struck the top of the pass, damaging it considerable. Equipment damage \$700.00.

May 14, 1943—Four miles south of Vero Beach on U. S. Highway No. 1. Unit meeting an approaching truck traveling in center of the road with bright lights. Driver applied brakes and they jammed, causing tractor to pull to left. Driver released brakes and applied again and brakes jammed causing unit to go to right shoulder of road, hitting shoulder causing tractor and trailer to turn over. Equipment damage \$1700.00. Cargo \$200.00. Employees wounded, one.

May 14, 1943—Three miles north of Eau Gallie on U. S. Highway No. 1. Driver trying to avoid approaching truck—driver of Vehicle No. 2 apparently asleep—Vehicle No. 2 sideswiped truck. Equipment damage \$450.00.

June 4, 1943—Intersection of Liberty and Adams St., Jacksonville, Florida. Collision at street intersection. Vehicle No. 2 ran into Vehicle No. 1, striking left front of truck causing truck to get out of control and truck turned over in street. Equipment damage \$450.00.

July 23, 1943—North city limits of Bunnell, Florida. Driver apparently drowsy and ran off highway on left hand side of road. Tractor trailer unit turned over on left side. Equipment damage \$675.00.

August 3, 1943—Ten miles south of Bunnell, Florida. Vehicle No. 2 parked in north-bound traffic lane of U. S. Highway No. 1. Weather foggy and dark. Vehicle No. 1 struck Vehicle No. 2 on left rear corner and knocked truck to the right of highway. Vehicle came to stop 237 feet from point of impact. Equipment damage \$200.00. Others wounded, one.

**Lee Coach Line,
Marianna, Florida.**

One mile east of Crawfordville, Florida. Truck parked on highway and on coming traffic blinded driver, causing bus to hit truck. Others wounded 2, passengers 8. One died result of accident. Other damages not determined.

**McJunkin Truck & Bus Line,
Fernandina, Florida.**

May 18, 1943—Fernandina, Florida. Collision—carelessness of employee. Driver had right of way going east on Atlantic Ave. Car coming from his left going south. Others wounded, one.

**Motor Fuels Carriers, Inc.,
Tampa, Florida.**

December 5, 1943—Five miles east of Fort Myers on State Road No. 25. Truck was proceeding east approaching automobile which was traveling west. Automobile stopped on road to pick up two men by roadside. Army jeep immediately behind automobile traveling same direction also stopped. Dump truck traveling west behind jeep cut over to its left side of road to pass jeep and automobile. Driver of our truck in effort avoid headon collision steered truck completely off road on right side. Dump truck instead of proceeding straight ahead swerved to its left collided with rear of tractor and knocked hole in cargo tank, releasing aviation gasoline which caught fire immediately. Driver seriously injured by burns. Several bystanders injured by burns when tank exploded despite efforts road patrolmen and military police keep spectators proper distance from fire. Tractor trailer completely destroyed by fire.

**St. John River Lines,
Jacksonville, Florida.**

July 24, 1943—Jacksonville, Florida. Conductor stepped from platform to ground and stuck nail in left foot. Employees wounded, one.

**Southeastern Greyhound Lines,
Jacksonville, Florida.**

October 8, 1943—Three miles east of Quincy, Florida. Equipment damage \$50.00. Damage \$150.00. Washout on highway.

November 5, 1943—One mile east of Wellborn, Florida. Bus struck truck that stopped in traffic lane. Equipment damage \$100.00. Others wounded, one.

**Seaboard Air Line Railway,
Jacksonville, Florida.**

October 26, 1943—Collision—other damage \$25.00.

COMMON CARRIERS

B—Denotes Bus

T—Denotes Truck

Name and Address	Certificate No.
B—Atlantic Greyhound Corporation, 601 Virginia Street, Charleston, West Virginia	Nos. 1-a, 130, 132 and 160
T—Atlantic Coast Line Railroad Co., Port Tampa, Florida	17
T—Acme Freight Lines, Inc., 141 Davis Street, Jacksonville, Florida	185
B—Alaga Coach Line,	211
B—Air Base Bus Lines, Inc., Tampa, Florida	236
B—Bass, R. C.	123
T—Bee Line Transfer Co., 237 S. Water Street, Tampa, Florida	9
B—Cocoa & Penn. Motor Lines, Cocoa, Florida	237
T—Central Truck Lines, Inc., 1011 Jackson Street, Tampa, Florida	56
T—C. & H. Transfer & Storage Co., Ft. Lauderdale, Florida	147
B—Clearwater Transit & Hall's Taxi, Clearwater, Florida	242

B—City of Avon Park, Avon Park, Florida	254
B—Coastal Stages, Floral, Alabama	216
B—Florida Motor Lines Corporation, P. O. Box 329, Jacksonville, Florida	8
T—Fogarty Bros. Transfer Co., Inc., 824 12th Avenue, Bradenton, Florida	65
T & B—Florida East Coast Railway Co., St. Augustine, Florida	188
T—Five Transportation Co., 301 Gloucester Street, Brunswick, Georgia	15
T—Flamingo Truck Lines, Inc., 2nd and Pearl Street, Jacksonville, Florida	228
B—Florida-Alabama Motor Lines, Troy, Alabama	246
B—Florida Transportation Co., 519 Biscayne Blvd., Miami	260
B—Gulf Coast Motor Lines, Inc., Tampa, Florida	162
B—Georgia Stages, Inc., Albany, Georgia	194
T—Great Southern Truck Co., 1961 Clarkson Street, Jacksonville, Florida	180 and 52
B—Georgia-Florida Coaches, Inc., Lake City, Florida	238
B—Glades Motor Lines, Inc., Lakeland, Florida	Lessee of Glades "K" Motor Lines, W. Palm Beach, Fla.
B—Gator Motor Lines, St. Augustine, Florida	208 208
B—Greyhound Corporation, New Orleans, Louisiana	18
T—Hunt Truck Line, 302 N. Jefferson Avenue, Tampa, Florida	166

T—Highway Transportation Co., Blountstown, Florida	128
T—K & L Transportation Co., Inc., 802 Ava Street, Waycross, Georgia	178
B—Kettner, Mary M. d/b/a, Glades "K" Motor Line, West Palm Beach, Florida	108
B—Hartsell Brothers Bus Line, Sebring, Florida	244
B—Lake Wales Bus Line, Lake Wales, Florida	262
B—Lake City Transportation Co., Lake City, Florida	250
B—Lee's Coach Lines, Marianna, Florida	4
B—Miller, John Oliver St. Augustine, Florida	210
B—Myers, Fred W., 1116 N. W. Second Street, Miami, Florida	140
B—Monroeville Bus Co., Monroeville, Alabama	200
B & T—McJunkin, Wayne F., Box 194, Fernandina, Florida	42
B—Miami Opa Locka Bus Lines., Inc., Miami, Florida	229
T—Miami Transfer Co., 1717 N. W. Seventh Avenue, Miami, Florida	168
T—Overseas Transportation Co., Inc., 228 S. W. North River Drive, Miami, Florida	146
B—Orlando Transit Co., Orlando, Florida	209
B—Orange Lines, Inc., 405 Graham Building, Jacksonville, Florida	232
Ocala Transit Co., Ocala, Florida	263

B—Perry Bus Co., Perry, Florida	257
B—Platt Motor Lines, Madison, Florida	259
B—Panama City Transit Co., Inc., Panama City, Florida	235
B—Red Bus Line, Inc., Stuart, Florida	247
B—Red Adams Bus Line, 53 N. E. First Street, Miami, Florida	256
B—Smith, Royce W., Pinellas Park, Florida	243
B & T—St. Andrews Bay Transportation Co., Panama City, Florida	138
B—Southeastern Greyhound Lines, Inc., 67 Ellis Street, East, Atlanta, Georgia	1
B—Southern Tours, Inc., 25 Fourth Street, North, St. Petersburg, Florida	60
T—Seaboard Air Line Railway Co., Receivers, Norfolk, Virginia	183
St. Johns River Line Co., Foot Ocean St., West, Jacksonville, Florida	80
B—Suwannee & Gulf Stages, Mayo, Florida	220
B—Spillman, Helene Chapman Rt. 6, Box 155, Tallahassee	245
B—Stan Stanley, d/b/a Stanley's Sightseeing and Taxi Co., Plant City, Florida	252
B—Sanford Equipment Co., Sanford, Florida	258
B—Town of Pass-a-Grille, Pass-a-Grille Beach, Florida	90
B & T—Tamiami Trail Tours, Inc., 1010 East Lafayette Street, Tampa, Florida	28

B—Transit Lines, Inc., Fort Myers, Florida	253
T—Union Express Freight Co., N. W. Cor. Commerce & Conti Sts., Mobile, Ala.	94
B—Weaver, Eugene Mack Bristol, Florida	231
T—Welch's Transfer, Tallahassee, Florida	241

CONTRACT CARRIERS

March 16, 1944.

Name and Address	Certificate No.
Blalock, J. J. Ocala, Florida	218
Boynton, C. J. Tallahassee, Florida	240
Collier Terminal Warehouse & Van, Ocala, Florida	228
Cox, Percy, 997 N. W. 69th St., Miami, Florida	196
Coats Motor Transfer Co., Ft. Pierce, Florida	46
Cooper Truck Line, Rt. 5, Box 94, Jacksonville, Florida	75
Creeden, G. J. Orlando, Florida	203
Curran, D. J. Jacksonville, Florida	193
Florida Highway Express Co., Madison and Brush Streets, Tampa, Florida	61
Green Transfer Co., P. O. Box 52, Tampa, Florida	149
Holstun & Sons, Ocala, Florida	121

James, Mrs. Susie G. 7606 Nebraska Avenue, Tampa, Florida	20
Kite Transfer, Gainesville, Florida	227
Kelley, J. J. Orlando, Florida	191
Lane, John G. 3264 Garibaldia Avenue, Jacksonville, Florida	215
National Convoy & Truck Co., Box 781, Jacksonville, Florida	122
O'Steen, N. B. High Springs, Florida	205
Peterson, L. L. Lakeland, Florida	369
Petroleum Transport Company, Hastings, Florida	251
Ryder Trucking Company, 93 N. E. 20th Street, Miami, Florida	204
Richards, Thomas L. 429 Okeechobee Road, West Palm Beach, Florida	225
Robinson Transfer	261
Sims, L. H. Sanford, Florida	156
Ridgeway Transfer & Storage, Daytona Beach, Florida	131
Russ Truck Line, Winter Garden, Florida	265
Shipe Truck Company, Winter Haven, Florida	224
Smith, E. S. c/o A. & P. Tea Company, Jacksonville, Florida	190
Sarasota Transfer Company, Sarasota, Florida	217
Stansell, Ulmer & Stansell, Palm Harbor, Florida	264

Terminal Transfer Company, c/o A. & P. Tea Co., Jacksonville, Florida	192
Warehouse, Inc., Tampa, Florida	179
Yarnall Warehouse Lakeland, Florida	201
Young, Roy Oscar St. Cloud, Florida	255

INTRASTATE SPECIAL PERMIT CARRIERS AND CERTIFICATE HOLDERS

September 16, 1944

Name and Address	Permit and Certificate No.
Burgess, Arthur S. Ocala, Florida	149
Blowers, Tom H. 1271 Hollywood Avenue	401
Bowden, Leroy Perry, Florida	12 Limited Ctf.
Belcher Oil Company 1217 Biscayne Blvd., Miami, Florida	9 Limited Ctf.
Cruikshank Motor Truck Service Jacksonville, Florida	249
Cordell, Henry Elmer Sanford, Florida	242
Dow, Maurice Melbourne, Florida	660
Dickinson, W. A. Transfer 2335 N. Miami Avenue, Miami, Florida	135
Fry, Emil High Springs, Florida	497
Franklin's Transfer P. O. Box 1983, Ft. Myers, Florida	153

Fidelity Storage & Whse. Co. Orlando, Florida	494
Gatlin, James Frank, Jacksonville, Florida	141
Growers & Shippers Transfer Co., Pompano, Florida	140
Hart Machinery Co., Tampa, Florida	550
Hollywood Storage & Transfer, Hollywood, Florida	498
Hull, Roscoe L., Ft. Lauderdale, Florida	47
Johansen, Walter Pensacola, Florida	636
Kniffin Transfer Co., 240 S. W. River Drive, Miami, Florida	3
Kennelly Transfer & Stg. Co., 724 Pippin Street, Jacksonville, Florida	134
Leonard Bros. Transfer & Stg. Co., 1944 N. W. 7th Avenue, Miami, Florida	169
Moed's Transfer Co., Foot of Julia Street Foot of Julia Street, Jacksonville, Florida	5 Limited Ctf.
Miller, John C., 2234 S. W. 36th St., Miami, Florida	212 Limited Ctf.
Miami Transfer Co., 1000 N. W. River Drive, Miami, Florida	647
McFarlin, Maurice N., Tampa, Florida	361
McCaskill, K. E., DeFuniak Springs, Florida	11 Limited Ctf.
Mills & Williams, 309 N. W. 27th Ave., Miami, Florida	20
M. R. & R. Trucking Co., Valparaso, Fla.	11

Ploof, H. C. Transfer, South Jacksonville, Florida	138
Ridgeway Transfer & Stg. Co., Orlando, Florida	131 and 129
Slauson, Albert Erwin, 615 Brookhaven, Florida	189
Sarasota Transfer & Stg. Co., Sarasota, Florida	4 Limited
Troup Bros., 4151 S. Dixie Highway, Miami, Florida	14
Tompkins, M. E., Lake City, Florida	241
Union Transfer & Storage Co., 316 N. E. 14th Street, Miami, Florida	256
White Star Line, 413 W. Main Street, Ocala, Florida	66
Withers, John E. Transfer Co., 1000 N. E. First St., Miami, Florida	118
Wood Hopkins Contracting Co., Inc. Jacksonville, Fla.	141

INTRASTATE LIMITED COMMON CARRIERS

March 16, 1944.

(HOUSEHOLD GOODS)

Name and Address	Certificate No.
American Transfer Company, Tampa, Florida	213
Arrow Transfer Company, Tampa, Florida	165
Ace Transfer—H. W. Scramlin, 842 1st Ave., North, 329 9th St., St. Petersburg, Fla.	335
American Van & Storage Company, Miami, Florida	
Bowden, Leroy, Perry, Florida	12

Burgess, Arthur S. Ocala, Florida,	149
Brandon Transfer & Storage, 322 6th St., West Palm Beach, Florida	85
Brown Transfer & Storage Company, West Palm Beach, Florida	221
Blocker Transfer & Storage Co., Inc., St. Petersburg, Florida	2
Bailey, O. R., Tr. Company, Sarasota, Florida	145
Cruikshank Motor Truck Service, Jacksonville, Florida	249
C. & H. Transfer & Storage Company, Ft. Lauderdale, Florida	147
City Transfer Company, Inc., Tampa, Florida	158
Collier's Terminal Warehouse & Van Company, Ocala, Florida	31
Coats Motor Truck, Ft. Pierce, Florida	311
Central Transfer & Storage Company, St. Petersburg, Florida	163
Caldwell Bonded Warehouse, Inc., 101 Twelfth St., Tampa, Florida	125
Cordell, Henry Elmer, Sanford, Florida	242
City Transfer & Storage, Sebring, Florida	19
Delcher Bros. Storage Company, Inc., Jacksonville, Florida	116
DeLoach, S. L. New Smyrna, Florida	238
Elmer Moving & Storage Company, Jacksonville, Florida	250

Edwards, F. L. New Smyrna, Florida	238
Eastern Moving & Storage Company, Miami, Florida	307
Flash Express & Storage Company, Inc., 251 S. W. 1st Court, Miami, Florida	301-A
Fidelity Storage & Warehouse Company, 53-61 W. Jackson St., Orlando, Florida	494
Ferris Warehouse & Storage Company, Pensacola, Florida	239
Fulford Van & Storage Company, 21 W. Central Ave., Orlando, Florida	105
Franklin's Transfer, P. O. Box 1983, Ft. Myers, Florida	153
Green Bros. Transfer and Storage, Clearwater, Florida	11
Grubb, Paul Claude, 2054 Main St., Jacksonville, Florida	250
Goodall Transfer & Storage Company, Box 549, Tampa, Florida	123
Green Transfer Company, 1102 Ashley St., Tampa, Florida	149
Harrell Transfer & Storage Company, Tallahassee, Florida	1
Howard Transfer Company, 229 Boone St., Orlando, Florida	310
Haywood, Ben, 1404½ Tampa St., Tampa, Florida	16
Holland Transfer Company, Lakeland, Florida	87
Hill's Transfer, Tallahassee, Florida	258
Horton, C. W. Port St. Joe, Florida	10

Johnson, Bill Transfer Company, 710 Fifth Ave., N., St. Petersburg, Florida	158
Kite Transfer, 440 W. Orange St., Gainesville, Florida	76
Kennelly Transfer & Storage Company, 724 Pippin St., Jacksonville, Florida	134
L. H. Sims, d/b/a Robinson Transfer Company, Sanford, Florida	304
Lerette, A. J. 3325 N. W. 5th Ave., Miami Beach, Florida	351
Lee Terminal & Warehouse Company, Box 1303, Tampa, Florida	127
Leonard Bros. Transfer & Storage, 1944 N. W. 7th Ave., Miami, Florida	169
Motor Fuels Carriers, Inc., 200 S. Tampa St., Jacksonville, Florida	15
Ploof, H. C. Transfer Company, South Jacksonville, Florida	138
Petroleum Carrier Corporation, Box 677, Jacksonville, Florida	19
Roberts, M. O. DeLand, Florida	8
Rapid Express Company, 73 E. Church St., Jacksonville, Florida	119
Ridgeway Transfer Company, Inc., Daytona Beach, Florida	131 and 129
Shaw Furniture Transfer, 1817 Liberty St., Jacksonville, Florida	40
Southern Transfer & Storage Company, Inc., 1901 5th Ave., South, St. Petersburg, Florida	41
Suddath Moving & Storage Company, 315-19 E. Bay St., Jacksonville, Florida	88
Service Transfer, 405 S. Poinsetta Ave., West Palm Beach, Florida	240

Suddath Moving & Storage Company, 1727 Grand Central Ave., Tampa, Florida	130
Sarasota Transfer & Storage Company, Sarasota, Florida	164
Tompkins, M. E. Lake City, Florida	241
Union Transfer & Storage Company, 316 N. E. 14th St., Miami Beach, Florida	256
Van Horn Transfer & Storage Company, Panama City, Florida	7
White Star Line, 413 W. Main St., Ocala, Florida	66
Withers, John E. Transfer Company, 1000 N. E. First St., Miami, Florida	118
Washington Storage Company, Inc., 1001 Washington Ave., Miami Beach, Florida	248
Yarnall Warehouse & Storage Company, Lakeland, Florida	
Zorn Transfer Company, Palatka, Florida	6

PASSENGER PERMIT CARRIERS

March 16, 1944

Ace Cabs Co.,
1031 Fifth St.,
Miami, Florida

Adelson, Elkin M.,
944 5th Street,
Miami Beach, Fla.

Acme Cab Company,
340 Twenty-third St.,
Miami Beach, Florida.

Allison, Truman E.,
415 11th Street,
West Palm Beach, Florida.

C. H. Allen d/b/a,
Allen's Taxi Company,
Bartow, Florida.

Anderson, Lloyd L.,
Winter Garden, Florida.

Aultman, E. E.,
Box 493,
Panama City, Florida.

Arnold, Jean,
Melbourne, Florida.

Burney, W. H.,
615 8th St.,
West Palm Beach, Florida.

Barlow, Baley B.,
Sebring, Florida.

Baldwin, Elmer T.,
619 Meridian Avenue,
Miami Beach, Florida.

Berger, Sidney R.,
960 Jefferson Ave.,
Miami Beach, Florida.

Berger, Sigmund,
744 Jefferson Ave.,
Miami, Florida.

Burrough, W. W.,
Winter Haven, Florida.

A. M. Douberley d/b/a,
Best Cab Company,
Bartow, Florida.

Boyd, Dan,
1928 Boulevard,
Hollywood, Florida.

Brown, William,
1413 N. W. 4th Ave.,
Miami, Florida.

Brawner, J. O.,
Arcadia, Florida.

Blue and Gray Cab Co.,
115 W. Flagler St.,
Miami, Florida.

Blue, Harmon,
Lake Worth, Florida.

Bascom, Wm. O.,
314 Ora Street,
Daytona Beach, Florida.

Batt, Geo. R.,
262 Sunset Avenue,
Palm Beach, Florida.

Bachstet, Wm. F.,
519 Pilgrim Road,
West Palm Beach, Florida.

Burney, W. C.,
1400 N. Sapolilla St.,
W. Palm Beach, Florida.

Bell, Edward,
437 Collins Avenue,
Miami Beach, Florida.

Barenblatt, F. R.,
641 Meridian Ave.,
Miami, Beach, Florida.

Barenblatt, Henry R.,
202 Ocean Drive,
Miami Beach, Florida.

Barenblatt, Sol,
202 Ocean Drive,
Miami Beach, Florida.

Barefoot, A. L.,
Bonifay, Florida.

Brown, Wm. O.,
525 7th St.,
West Palm Beach, Florida.

Bryant, D. C.,
Wauchula, Florida.

Black, Wm. J.,
414 11th Street,
West Palm Beach, Florida.

Bowman, Myrtice J.,
Bowman's Taxi,
Marianna, Florida.

City Cab Company, Inc.,
243 S. Orange Ave.,
Orlando, Florida.

Carr, Charles W.,
31 N. Peninsular Drive,
Daytona Beach, Florida.

Cole, Bert L.,
Gasparilla, Florida.

Catikos, Thomas,
No. 1, Smith Cottage,
Miami Beach, Florida.

Club Transportation Service, Inc.,
Coral Gables, Florida.

Charles, George,
P. O. Box 143,
Riviera, Florida.

Colored Taxicab Association,
Panama City, Florida.

Conti Courtland and/or
Century Cab Company,
4519 Sheridan Avenue,
Miami Beach, Florida.

Cook, Joseph F.,
416 14th St., North,
St. Petersburg, Florida.

Collier, J. Lesley,
Avon Park, Florida.

Camp, J. W.,
308 Datura St.,
West Palm Beach, Florida.

Calloway, Leo,
Marianna, Florida.

Campbell, Robert J.,
2610 Central Avenue,
St. Petersburg, Florida.

Cotton, E. M.,
Cottondale, Florida.

Clearwater Transit and Hall's Taxi,
Clearwater, Florida.

Dampier, Barney Lamar,
d/b/a Economy Cab,
Mann Road,
Bartow, Florida.

Darden, W. F.,
Titusville, Florida.

Dalgoff, Jack,
1030 Jefferson Avenue,
Miami Beach, Florida.

Davis, E. C.,
Marianna, Florida.

Ross LaByer d/b/a,
DeSoto Cab Service,
Arcadia, Florida.

Deuchare, E. R.,
Hollywood, Florida.

Diamond Cab Co.,
2003 Grand Central Ave.,
Tampa, Florida.

Daley, J. F.,
628 Evernia St.,
West Palm Beach, Florida.

Dovsky, Louis,
540 Washington Avenue,
Miami Beach, Florida.

Eskriggs, Charles,
2234 W. Harding St.,
Hollywood, Florida.

Ellis, James T.,
120 E. Park Avenue,
Winter Park, Florida.

Thomas E. Gordon d/b/a,
Economy Cab Co.,
Orlando, Florida.

Elliott, Bert,
719 First St.,
Miami Beach, Florida.

Economy Cab Company,
Panama City, Florida.

Freeland, Charles B.,
290 15th St., North,
St. Petersburg, Florida.

Francis, Raymond L.,
Penney Farms, Florida.

Frazin, Nat.,
520 Ocean Drive,
Miami Beach, Florida,

Favor, Dolly,
114 E. Park Ave.,
Winter Park, Florida.

Freeman, Henry,
Box 913,
Miami Beach, Florida.

Florida Cab Company,
Fla. and Broad Sts.,
Tampa, Florida.

Franko, Joe,
1068 4th St., N.,
St. Petersburg, Fla.

Farrow, Lester L.,
Lake Worth, Florida.

Frosch, Wm.,
c/o Everglades Club, Worth Ave.,
West Palm Beach, Florida.

Farrell, Joseph J.,
826 Collins Avenue,
Miami Beach, Florida.

Frakes, Paul K.,
626 Highland St., North,
St. Petersburg, Florida.

Florida Associates, Inc.,
Tallahassee, Florida.

Flamingo Taxi Service, Inc.,
Miami Beach, Florida.

Flamingo Taxi,
Delray Beach, Florida.

Florida Transportation Co.,
N. E. 5th St. and Biscayne Blvd.,
Miami, Florida.

Geiger, D. C., Jr.,
Carrabelle, Florida.

Green Cab and Baggage Co.,
44 S. W. 3rd St.,
Miami, Florida.

Gilbert, W. A.,
2223 2nd Ave., West,
St. Petersburg, Florida.

Galbut, Paul A.,
400 Euclid Avenue,
Miami Beach, Florida.

Ray Orleman d/b/a,
General Cab Co.,
929 Alton Road,
Miami Beach, Florida.

Charles H. Shaffer and
Homer Little d/b/a,
Grey Cab Company,
1515 Park Ave.,
Sanford, Florida.

Gause, Addis E.,
Marianna, Florida.

Gilbert, Roy,
Marianna, Florida.

Haag, Ray L.,
Zephyrhills, Florida.

Hill's, Inc.,
25 4th St., N.,
St. Petersburg, Florida.

Hever, Jack B.,
320 24th Ave., North,
St. Petersburg, Florida.

Hatfield, Harold M.,
1011 Main St.,
Daytona Beach, Florida.

Helmich, Geo.,
West Palm Beach, Florida.

Henley, J. E.,
Bradenton, Florida.

Hunt, H. B.,
Mulberry, Florida.

Hoyt, Leon Laverne,
Green Cove Springs, Florida.

Holder, Clyde T.,
c/o A. D. Krassner,
1575 Drexel Avenue,
Miami Beach, Florida.

Hancock, Snad, Jr.,
Fort Mead, Florida.

Harrell, James,
502 20th St.,
W. Palm Beach, Florida.

Jackson Tours, Inc.,
112 Julia St.,
Jacksonville, Florida.

Beaudin, Joel d/b/a,
Joe's Taxi,
Delray Beach, Florida.

Jackson, John E.,
3604 Arlington Ave.,
Tampa, Florida.

Jiffy Cab Service,
Bradenton, Florida.

Kapner, Harman,
612 Fifteenth St.,
Miami Beach, Florida.

Knopp, Bernard,
704 First St.,
Miami Beach, Florida.

Krassner, Albert D.,
1355 Drexel Avenue,
Miami Beach, Florida.

Kettner, Mary M.,
310 Evernia St.,
West Palm Beach, Florida.

Kessler, Jack,
922 Pennsylvania Ave.,
Miami Beach, Florida.

Levine, Jacob,
710 Penna. Avenue,
Miami Beach, Florida.

Lord, E. B.,
116 Central Avenue,
Sarasota, Florida.

Levine, Samuel C.,
2542 Palm Avenue,
Hialeah, Florida.

Long's Taxi Service,
Lakeland, Florida.

Mitchell, Evans,
1556 66th St., N. W.,
Miami, Florida.

Martin, Fitzhugh L.,
714 5th St.,
West Palm Beach, Florida.

Malcolm, Herbert L.,
c/o Hillsboro Club Hotel,
Pompano, Florida.

Moody, Charlotte G.,
112 S. Adams St.,
Tallahassee, Florida.

Miami Sedan Service,
325 E. Flagler St.,
Miami, Florida.

Miller, J. O. Cab Co.,
St. Augustine, Florida.

McKinney, Alvin,
P. O. Box 169,
Starke, Florida.

Miami For Hire Car Assoc., Inc.,
11 N. E. 3rd Ave.,
Miami, Florida.

Mountain Lake Corp.,
Lake Wales, Florida.

Murphy, Davis,
Box 2361,
Palm Beach, Florida.

McKnight, James,
Maitland, Florida.

Miller, H.,
822 Lenox Ave.,
Miami Beach, Florida.

McCormick, Clarence L.,
1119½ Okeechobee Road,
West Palm Beach, Florida.

Mizel, Carl,
Live Oak, Florida.

McAuley, E. P.,
1204 First St.,
Ft. Myers, Florida.

Nimmons, Orwin M.,
715 6th Ave., S.,
St. Petersburg, Florida.

Neal, Frederick Joseph,
617 50th St.,
West Palm Beach, Florida.

Orange Lines, Inc.,
1190 King's Road,
Jacksonville, Florida.

O'Neal, Ilda,
601 Wildwood Way,
Clearwater, Florida.

Phillips, Miss Willeta F.,
Zephyrhills, Florida.

J. W. Stewart d/b/a,
Pop's Taxi,
Green Cove Springs, Florida.

Luther M. Rogers and
Walter Grey Rogers d/b/a,
Plymmer's Taxi Service,
Tarpon Springs, Florida.

Parker, Ralph N.,
Daytona Beach, Florida.

- Paris, Oscar,
320 Euclid Avenue,
Miami Beach, Florida.
- Pitman, B. Earl,
231 Walton Blvd.,
West Palm Beach, Florida.
- Pritchard, Wilbert,
300 23rd St.,
Miami, Florida.
- Palmer, Percy F.,
756 Bay St., N. E.,
St. Petersburg, Fla.
- Pennell, Geo. E.,
P. O. Box 898,
Palm Beach, Florida.
- Price, Norman B.,
St. Petersburg, Florida.
- Presley, W. Quinton,
Ft. Myers, Florida.
- Prettyman, Edith E.,
Oldsmar, Florida.
- Prince, John W.,
Naples, Florida.
- Roan's Taxi,
Ft. Myers, Florida.
- Alf Belcher d/b/a,
Roger's Taxi,
Sebring, Florida.
- L. L. Adams, Jr. d/b/a,
Red Adams For Hire Cars,
Miami, Florida.
- Radio Cab Co., not inc.,
Ft. Lauderdale, Florida.
- Rogel, Albert,
No. 7, Smith Cottage,
Miami Beach, Florida.
- Rines, Geo. Henry, Jr.,
231 Main St.,
Palm Beach, Florida.
- Rich, Capt. Harry C.,
1949 Madison St.,
Hollywood, Florida.
- Rollings, Geo. T.,
23 Hogan St.,
Jacksonville, Florida.
- Ridgeway Transfer Co., Inc.,
Daytona Beach, Florida.
- Richardson, F. G.,
Vinoy Hotel and 724 3rd St., North,
St. Petersburg, Florida.
- Red Top Cab & Baggage Co.,
44 S. W. 3rd St.,
Miami, Florida.
- Ring, Francis E.,
Green Cove Springs, Florida.
- Red Top Diamond Cabs, Inc.,
Panama City, Florida.
- Rite Rate Cab Company,
110 Central Avenue,
St. Petersburg, Florida.
- Rubin, Joe,
203 Collins Avenue,
Miami Beach, Florida.
- Roberts, Annie Lee,
226 Booker Avenue,
Sebring, Florida.
- Sanders, Oscar L.,
218 N. Atlantic Ave.,
Daytona Beach, Florida.
- Springer Motor Co.,
Hollywood, Florida.

- Sun Cab Company, Inc.,
108 Fourth St., South,
St. Petersburg, Florida.
- Seaman, Ralph Henry,
227 Michigan Avenue,
Miami Beach, Florida.
- Slaick, Earl H.,
Hollywood, Florida.
- Swaggerty, C. L.,
17 N. W. River Drive,
Ft. Lauderdale, Florida.
- Spangoli, Theodore,
Hollywood, Florida.
- Safety Cab Co., Inc.,
1022 W. Bay St.,
Jacksonville, Florida.
- Sam's Taxi Travel & Baggage
Service, Inc.,
Coral Gables, Florida.
- Snead, Ruth M.,
315 S. Ingram Ave.,
Lakeland, Florida.
- Sargent, Walter W.,
839 Hansen St.,
West Palm Beach, Florida.
- Sirmons, Carl,
1627 22nd Ave., North,
St. Petersburg, Florida.
- Singer, Sall,
66 Collins Ave.,
Miami Beach, Florida.
- Stanley, Stan,
1402 Collins Ave.,
Miami Beach, Florida.
- Saliba, Thomas E.,
Marianna, Florida.
- Strickland, Clayton,
Keystone Heights, Florida.
- Smith, Oscar,
929 23rd St.,
Bradenton, Florida.
- Seavey, Robert E.,
Green Cove Springs, Florida.
- Starke Taxi Service,
Starke, Florida.
- Smith, Genevieve,
c/o City Hall Garage,
Bradenton, Florida.
- Spears, Edd,
Shoemaker, S. W.,
Chipley, Florida.
- Schwartz, Henry,
132 8th St.,
Miami Beach, Florida.
- Sheffield, Charles,
Frostproof, Florida.
- Smith, Walter H.,
Ocala, Florida.
- Safety Taxi Company, Inc.,
Panama City, Florida.
- St. Augustine Transfer Co.,
St. Augustine, Florida.
- Paul Rader d/b/a,
Safety Cab Company,
Lakeland, Florida.
- Woodrow Shaw d/b/a,
Star Cab Company,
222 E. Union Street,
Gainesville, Florida.
- Seeley, P. Mount d/b/,
Tropical Cab Company,
424 W. 40th St.,
Miami Beach, Florida.

Trotter, James L.,
Ocala, Florida.

Thomas, James H.,
1162 Highland St., North,
St. Petersburg, Florida.

Turner, J. B.,
Avon Park, Florida.

Tribeck, W. E.,
230 E. 7th St.,
Jacksonville, Florida.

Tampa Cab Company,
Jefferson and Lafayette St.,
Tampa, Florida.

Taylor, C. J.,
Carrabelle, Florida.

Underhill, G. H.,
Ormond Beach, Florida.

Usher's Garage & Taxi Service,
219 29th St.,
Miami Beach, Florida.

Upton, Harold F.,
519 Sunset Rd.,
West Palm Beach, Florida.

Upper Stranac Co., Inc.,
Harrengton Hotel Garage,
Daytona Beach, Florida.

Uquart, Walter,
Bonifay, Florida.

Venetian Way Coaches,
1142 N. W. 6th St.,
Miami, Florida.

Varney, Allen V., Inc.,
526 15th Ave., N. E.,
St. Petersburg, Fla.

Wilson, Virginia Greenway,
519 Harbor Drive,
Venice, Florida.

Whitaker, E. T.,
Route 1, Box 191-C,
Panama City, Florida.

Walker Livery Service,
Green Cove Springs, Florida.

Weeks, A. J.,
4600 Sheridan Avenue,
Miami Beach, Florida.

Wallesstein, Myer,
100 Ocean Drive,
Miami Beach, Florida.

Walrad, J. M.,
118 Hammond Ave.,
Palm Beach, Florida.

Walters Taxi Service,
Avon Park, Florida.

White Star Cab Co. and/or
Hialeah Cab Co., Inc.,
Hialeah, Florida.

Wells, Frank,
St. Augustine, Florida.

J. O. Thompson d/b/a,
Yellow Top Cab Co.,
Cocoa, Florida.

Yellow Cab Co. of Miami and/or
Blue and Gray Cab Co.,
31 N. W. 8th St.,
Miami, Florida.

Yellow Cab Co.,
Box 481,
West Palm Beach, Florida.

Yellow Cab and Transfer Co., Inc.,
151 5th St., South,
St. Petersburg, Florida.

Yellow Taxicab & Tr. Co.,
Box 3052,
Tampa, Florida.

CERTIFICATE OF REGISTRATION

October 20, 1940

A. Arnold & Son Transfer & Storage,
2600 W. Broadway,
Louisville, Kentucky

Certificate No. 91

Transport household goods.

Associated Transport, Inc.
Atlanta, Georgia

Freight—U.S. Highway No. 29 between Pensacola and Flomanton, Ala.

Alabama Transfer & Storage,
501 N. Perry Street,
Montgomery, Alabama

Certificate No. 29

Transport household goods.

Atlantic Stages,
114-118 W. State Street,
Savannah, Georgia

Certificate No. 70

Transport passengers—common carriage—Ga.-Fla. State line to Lake City, Florida.

Abb's Transfer & Service Co.,
700 N. Conception Street,
Mobile, Alabama

Certificate No. 92

Transport household goods.

Alabama Highway Express, Inc.,
913 N. 6th Avenue,
Birmingham, Alabama

Certificate No. 77

Transport commodities generally—Ala.-Fla. State line to points in Florida.

Allico Express Company, Inc.,
3519 Page Building,
St. Louis, Missouri

Certificate No. 81

Transport household goods.

Baggett Transportation Company, Inc.,
2417 First Avenue, South,
Birmingham, Alabama

Certificate No. 27

Transport high explosives and blasting supplies to points and places in Florida.

Brown Transfer and Storage Company,
2nd Avenue and Broad Street,
Rome, Georgia

Certificate No. 45

Transport household goods—commodities generally—except high explosives, etc.

Ralph M. Bowman, d/b/a
Bowman Transportation Company,
Attalla, Alabama

Certificate No. 88

Transport cast iron pipe and fittings,
steel wire and bars, and meshed wire
for reinforcement—from Ala.-Fla.
State line to points and places in Fla.

Boynton, Chas,
lessee of McDowall Transport, Inc.,
Jacksonville, Florida

Certificate No. 38

Transport motor vehicles and trailers
stacked or in towaway and driveway
service—irregular route.

Biloxi Transfer & Storage Company, Inc.,
440 Reynoir Street,
Biloxi, Mississippi

Certificate No. 82

Transport household goods.

Chancy, Lewis Gerald,
Hartford, Alabama

Certificate No. 52

Transport—petroleum products in
drums and cases from Jacksonville,
Fla. to points in Alabama—empty
containers—from Alabama to Jack-
sonville, Florida.

Continental Van Lines,
306 N. 21st Street,
Birmingham, Alabama

Certificate No. 12

Transport household goods.

Cole, Jack, Company, Inc.,
3-21 Fourth Avenue South,
Birmingham, Alabama

Certificate No. 71

Transport general commodities—ex-
cept explosives, etc., but to include
household goods—to all points in
Florida on and north of the route from
Pensacola, Florida to Jacksonville,
Florida, over U.S. Highway 98, 319
and 90—through Panama City—Apa-
lachicola and Tallahassee, Florida.

Dove, John H.,
110 S. St. Andrews Street,
Dothan, Alabama

Certificate No. 31

Transport commodities generally—except explosives, etc., between Dothan, Alabama and Pensacola, Florida—via U.S. Highway No. 231 and 90—between Dothan, Alabama and Jacksonville, Florida, via Florida Highways No. 11 and U.S. 90.

Dove, R. L., d/b/a
Toby Dove Transfer,
201 S. Oats Street,
Dothan, Alabama

Certificate No. 87

Transport — cotton — between Dothan, Alabama and Pensacola, Florida, via U.S. Highways 231 and 90.

Farm products from Pensacola to Dothan — groceries — school supplies — fruits and vegetables from Jacksonville to Dothan.

Canned tomatoes — canned grapefruit from Palmetto, Florida and Plant City, Florida to Dothan, Ala.

Deaton Truck Lines, Inc.,
2330 Fourth Avenue North
Birmingham, Alabama

Certificate No. 54

Transport commodities generally over irregular routes to points and places in the State of Florida.

Elmore, G. D.,
Route 3,
Dothan, Alabama

Certificate No. 56

Transport groceries and agricultural commodities to and from Pensacola, Florida — and cotton in bales, fertilizer materials, peanuts, cottonseed meal, and cottonseed hulls, between points in Alabama, Georgia, and Florida, within a radius of 75 miles of Dothan, Alabama.

Harris Transfer & Warehouse Company, 8 S. 13th Street, Birmingham, Alabama	Certificate No. 7 Transport household goods.
Howard Hall Company, Inc., 2809 Second Avenue, South, Birmingham, Alabama	Certificate No. 18 Transport commodities generally — except high explosives, etc., to all points in Florida on and north of a line consisting of U.S. Highway No. 92, from Tampa, to Kissimmee, thence U.S. Highway 192, to Melbourne, Florida.
King's Van & Storage, Oklahoma City, Oklahoma	Transport household goods.
Kenosha Auto Transport Corporation, Kenosha, Wisconsin	Certificate No. 11 Transport new automobiles and trucks and their necessary equipment by the so-called driveway method, to all points and places in Florida.
Lambert, Thomas M., 20 Auburn Street, Opelika, Alabama	Certificate No. 86 Transport household goods.
Monroe County Freight Lines, 205 N. Royal Street, Mobile, Alabama (Under lease to Acme Freight Lines, Inc., Jacksonville, Florida, until February 23, 1942.)	Certificate No. 79 Transport commodities generally between Pensacola, Florida and Ala.-Fla. State line via Molino, Florida, over U.S. No. 29 and 87.
Mrazek Transfer & Storage Company, JA 511 Locust Street, St. Louis, Missouri	Certificate No. 22 Transport household goods.
P. T. Malone, d/b/a, Malone Horse Transportation Service, Coral Gables, Florida	Certificate No. 75 Transport race horses and equipment pertaining thereto between Miami and points outside of the State of Florida, in intrastate commerce.

Maxwell, Wm. Ray,
P.O. Box 892,
Tallahassee, Florida

Certificate No. 62

Transport commodities generally, except inflammables, perishables and liquid in bulk—between Panama City, Apalachicola and Tallahassee, Florida and Quincy, Florida—via U.S. Highway 319, 90, 19, 231, 98 and Florida 50,

Motor Convoy, Inc., The,
678 Ford Place, N.E.,
Atlanta, Georgia

Certificate No. 61

Transport Ford automobiles and trucks—all points between the Georgia-Florida State line and points north of Florida State Highway No. 14 approximately.

McClendon, Glen,
Lafayette, Alabama

Certificate No. 84

Transport fruits and vegetables and uncrated, used, household goods.

E. R. McGehee, d/b/a,
McGehee Transfer & Storage Company,
140 Wesley Avenue,
Jackson, Mississippi

Certificate No. 80

Transport household goods.

O K Transfer & Storage Company,
Arcade Building,
Gulfport, Mississippi

Certificate No. 83

Transport household goods.

Pendleton, Wm. F.,
Valdosta, Georgia

Certificate No. 2

Transport such merchandise as is dealt in by wholesale and retail grocery and food business houses.

Between Jacksonville and Valdosta, Georgia — via Lake City over U.S. Highway No. 90 — and 41 from Ga.-Fla. State line to Jacksonville via U.S. Highway No. 1. From Valdosta to Quincy, Florida over U.S. Highway No. 41 to Lake City, thence 90 to Live Oak; or from Jasper over Florida Highway 50 to Live Oak thence via

U.S. 90 or U.S. 19 to Tallahassee—
and 90 to Quincy — Lake City —
Jasper — Madison — Tallahassee —
intermediate points for delivery only.

Vinegar, jellies and apple butter from
Jacksonville to Thomasville, Georgia—
via U.S. 90 and 41.

Pan American Greyhound Lines, Inc.,
Charleston, W. Virginia

Passengers—interstate.

Philadelphia-Detroit Lines, Inc.,
917 W. Adams Street,
Jacksonville, Florida

Certificate No. 28

Transport automobiles and trucks
from various points of manufactures
in northern states to points in Florida.

R. C. Motor Lines,
2504 Laura Street,
Jacksonville, Florida

Certificate No. 33

Transport general commodities in
common carriage — from Jackson-
ville, Florida to Baltimore, Maryland.

Sullivan, Long & Haggerty, Ltd.,
2-26 2nd Avenue,
Bessemer, Alabama

Certificate No. 53

Transport steel, reinforcing bars, struc-
tural beams and bridge spans — fire-
brick — refractory material and con-
tractors equipment — from Birming-
ham, Alabama to points in Florida.

Sloan's Moving & Storage Company,
1167 Hodiamont Avenue,
St. Louis, Missouri

Certificate No. 26

Transport household goods.

Settle Moving, Packing & Storage Company,
635 W. Main Street,
Louisville, Kentucky

Certificate No. 93

Transport household goods.

Saunders, Raymond R.,
1528 N. Main Avenue,
Springfield, Missouri

Certificate No. 61

Transport household goods.

Trawick Transfer,
Bay Minnette, Alabama

Certificate No. 60

Transport naval stores and petroleum products for the Newport Industries.

Between Bay Minnette, Alabama and Pensacola, Florida, via U.S. Highway No. 31 and No. 90; from Bay Minnette, Alabama to Mobile, Alabama, via U.S. 31; From Pensacola, Florida, to Mobile, Alabama, via U.S. 90, return via Mobile, Alabama, to Bay Minnette, Alabama, via 31; From Pensacola to Bay Minnette, via 90 and 31.

Transportation, Inc.,
Atlanta, Georgia

Certificate No. 68

Transport — freight — between Pensacola and Flomaton, Alabama, U.S. No. 29. Common carriage.

CERTIFICATE OF REGISTRATION

RECIPROCAL CARRIERS

A & M Long Distance Movers, Inc., 1608 Sycamore Street, Cincinnati, Ohio	Transport household goods.
Anaconda Van Lines, 2735 Lincoln Avenue, Chicago, Illinois	Transport household goods.
Aero Mayflower Transfer Company, 1231 N. Meridian Street, Indianapolis, Indiana	Transport household goods.
Allied Van Lines, Inc., 1018 S. Wabash Avenue, Chicago, Illinois	Transport household goods.
Stuart Welsh, d/b/a, Associated Return Load Service, 78-01 Queens Boulevard, Elmhurst, L. I., New York	Transport household goods.
Max E. Jensen, d/b/a, Ace Van Lines, 2914 4th Avenue, Brooklyn, New York	Transport household goods.
American Red Ball Transit Company, 06 Illinois Building, Indianapolis, Indiana	Transport household goods.
A. Andre & Son, Inc., 201 Hudson Street, Hoboken, New Jersey	Transport household goods.
American Van Lines, Inc., Brooklyn, New York	Transport household goods.
Allied Pittsburgh Whse. & Van Company, New York City, New York	Transport household goods.

Allen Ashville Transfer & Storage Company, Ashville, North Carolina	Transport household goods.
Apex Universal Van Service, Baltimore, Maryland	Transport household goods.
Ajax Van Lines, Inc., Chicago, Illinois	Transport household goods.
Armour Transportation Company, Philadelphia, Pennsylvania	Transport household goods.
Atlas Van Lines, Inc., Chicago, Illinois	Transport household goods.
Amstadter Storage & Van Company, Inc., Chicago, Illinois	Transport household goods.
Burnham Furniture Company, Columbus, Georgia	Transport household goods.
Blanchard, Henry M., 570 S. Crest Road, Chattanooga, Tennessee	Transport lard, cooking oil and malt beverages (in truckload lots) between Chattanooga, Tennessee and various points in Florida; and empty malt beverage containers in truckload lots (from various points in Florida to Chattanooga, Tennessee. (Various highways.)
Burnett, Geo. F. Company, Inc., 1204 Prairie Avenue, South Bend, Indiana	Transport as common carrier new automobiles — new trucks and new chassis by drive-a-way to points in Florida.

L. D. V. Benton and H. D. Benton
a partnership d/b/a,
Benton Brothers Film Express,
192 Luckie Street,
Atlanta, Georgia

Barrett, M. J.
Savannah, Ga. (Contract
carrier)

Brockett, C. B.,
324 Broad Street,
Bainbridge, Georgia

Brooks Transfer & Storage Company, Inc.,
Richmond, Virginia

Bond Chadwell Company,
1625 Broad Street,
Nashville, Tennessee

Busy Bee Transfer & Storage Co., Inc.,
Dallas, Texas

Brinkerhoff & Sons, H. E.,
Harrisburg, Pennsylvania

Patterson Brothers Trucking Co., Inc.,
620 Meigs Street,
Rochester, New York

Butler, Paul L.,
Wolcott Building,
Toledo, Ohio

Transport in common carriage motion picture films and accessories to points and places in Florida — on and East of Highway No. 19, and on and North of a line beginning at Tallahassee, and extending along U.S. Highway 90 to Watertown, thence along Florida Highway No. 28 to Starke, and thence along Florida Highway No. 48 to St. Augustine, Florida.

Transport in common carriage bottle washing machinery — between Bainbridge, Georgia and points and places in Florida, and roofing, nails, and wire fencing from Bainbridge, Georgia to Quincy and Chattahoochee, Florida.

Transport household goods.

Transport household goods.

Transport household goods.

Transport household goods.

Transport household goods.

Transport motor vehicles by the drive-a-way or to-away method in Florida.

Bell, Joseph D.,
Philadelphia, Pennsylvania

Transport household goods.

Behrens, Geo. John, Trucking
New York City, New York

Transport household goods.

Brown Company, H. W.,
Long Island, New York

Fresh meats, packing house products
and dairy products between New
York and Florida City and fresh frozen
fish and shell fish from Florida City to
New York.

Crabtree Transfer & Storage Company,
Chattanooga, Tennessee

Transport household goods.

Catheart Allied Storage Company, Inc.,
Atlanta, Georgia

Transport household goods.

Costich & Sons, Inc.,
271 Hayward Avenue,
Rochester, New York

Transport household goods.

Clarence C. Curth, d/b/a,
L. Curth & Sons
244 Marion Street,
Brooklyn, New York

Transport household goods.

Lester A. Crossman, d/b/a,
Crossman's Storage,
4143-47 Germanton Avenue,
Philadelphia, Pennsylvania

Transport household goods.

Philip Bingmann and Floyd S. Sumner,
d/b/a,
Continental Van Service,
New York City, New York

Transport household goods.

Consolidated Van & Storage Company, Inc.,
351 Marietta Street,
Atlanta, Georgia

Transport household goods.

Candler, W. R., Transfer Company,
Ashville, North Carolina

Transport household goods.

Carolina Freight Carriers Corporation,
Cherryville, North Carolina

Transport commodities generally, except those of unusual value and except high explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading.

Carolina Transfer & Storage Company, Inc.,
1230 W. Morehead Street,
Charlotte, North Carolina

Transport household goods.

L. C. Chastain, d/b/a,
Chastain Transfer Company,
Thomasville, Georgia

Transport under contract fresh meat and packing house products — and used household goods and office fixtures and furniture — contract route.

Clark, James M.,
Greenville, South Carolina

Transport household goods.

Central Van and Storage Company,
521 8th Avenue South,
Nashville, Tennessee

Transport household goods.

Continental Carriers, Inc.,
215 Courtland St. N.E.
Atlanta, Georgia

Transport household goods.

Chattanooga Transfer & Storage Co., Inc.,
915 Carter Street,
Chattanooga, Tennessee

Transport household goods.

Chelsea Fireproof Storage Warehouse, Inc.,
New York City, New York

Transport household goods.

Central Storage & Transfer Company, Inc.,
Shreveport, Louisiana

Transport household goods.

Combs Truck Line,
Houston, Texas

Transport machinery, materials, supplies and equipment used in or incidental to the development, construction, operation and maintenance of facilities for the discovery, development and production of natural gas and petroleum.

Clayton & Schofield,
Plant City, Ohio

Live stock other than ordinary livestock.

Curles, Wm. L.,
Washington, D.C.

Transport household goods.

Cannonball Transit Company,
Washington, D.C.

Transport household goods.

Chicago & Southern Transport Company,
Chicago, Illinois

Transport packing house products from packing house in east to Pensacola, Miami, Jacksonville and Tampa Florida.

Dealers Transport Company,
7009 S. Chicago Avenue,
Chicago, Illinois

Transport new trucks, cabs, chassis, and commercial automotive vehicles, finished or unfinished, restricted to initial movements — drive-a-way method — to points in Florida.

Dixie Transport Company,
Dalton, Georgia

Transport automobiles and trucks, hauled from place of manufacture to all points and places in the State of Florida.

Espy, John,
Eaufaula, Alabama

Transport petroleum products in bulk in tank trucks from Panama City to Camp Rucker, Florida.

Empire Moving & Storage Company, Bayonne, New Jersey	Transport household goods.
Engel Brothers, Inc., 1179-91 E. Grand Street, Elizabeth, New Jersey	Transport household goods.
Ellis Moving Company and Safe Van Line, 235 Main Street, Nashville, Tennessee	Transport household goods.
Edelen Transfer & Storage Company, Inc., 709-11 N. Broadway, Knoxville, Tennessee	Transport household goods.
Fleming, John P., d/b/a, Fleming, John, Driveway, 12028 Kerchevel Avenue, Detroit, Michigan	Transporting motor vehicles only, passenger automobiles and/or trucks in drive-away method over the high- ways of the State of Florida.
Fugate & Gurton Drivaway Company, Brazil, Indiana	Transporting in common carriage new trucks and chassis and parts thereof by drivaway method to points and places in Florida.
(6)—19421— R. R. Commission Ford Bros. Van & Storage Company, 1026 Dodge Street, Omaha, Nebraska	Transporting household goods
Fishman, J. and Son, Inc., 571 Madison Avenue, Paterson, New Jersey	Transporting household goods.
Fire proof Storage Company, Savannah, Georgia	Transporting household goods.
Fleet Carrier Corporation, Pontiac, Michigan	Transporting automobiles, trucks, trailers, chassis and other automotive vehicles by drivaway method only in Florida.

Florida-Midwest Lines,
Cincinnati, Ohio

Transporting coach, house, display, cabin and laboratory trailers, restricted to initial movements in tow-away service.

Five Transportation Company,
Jacksonville and Atlanta

Georgia-Driveway Company, Inc.,
Atlanta, Georgia
Gooding, J. M.,
Woodbine, Georgia

Chevrolet automobiles.

Transporting under contract for Gulf Refining Company — petroleum products. Georgia-Florida State line via State Highway No. 3, to Jacksonville, Florida.

Greyvan Lines, Inc.,
1334 S. Michigan Avenue,
Chicago, Illinois

Transporting household goods.

Gathergood, Roy,
Monroeville, Ohio

Transporting race and show horses exclusively, in special built equipment, from Florida-Georgia State line on Roads 3 and 4. Over State Roads 3 and 4 to Jacksonville and/or Seminole Driving Park, (Seminole County).

Great Lakes Drive-a-way Corporation,
833 East 73rd Street,
Cleveland, Ohio

Transporting new and used automobiles and trucks by drive-a-way method, to all points in Florida.

Geipe, J. Norman Van Lines & Fireproof
Storage Warehouse,
520 W. Lafayette Avenue,
Baltimore, Maryland

Transport household goods.

Hudson Transfer Company,
Columbus, Georgia

Transport household goods.

House, Russell C., Transfer & Storage Co.,
135 Auburn Avenue,
Atlanta, Georgia

Transport household goods.

Hoosier Transportation Company, Inc.,
915 Daly Street,
Indianapolis, Indiana

Transport passengers and their baggage.

Arazona Hall, d/b/a,
Hall Moving and Storage,
1312 Walnut Street,
Cincinnati, Ohio

Transport household goods.

Holman, George B. & Company, Inc.,
151 Park Avenue,
Rutherford, New Jersey

Transport household goods.

Hughes Transportation Company, Inc.,
Charleston, South Carolina

Transport ammunition and explosives from Charleston, S.C. to Military Camps, Forts, Depots, Reservations, etc.

Jeffries Trucking Company, Inc.,
Evansville, Indiana

Transport oil field machinery, materials, supplies and equipment.

Juett, Howard W.,
215 E. 2nd Street,
Cincinnati, Ohio

Transport in common carriage frozen fruits and vegetables, salad dressing, meat, dressed poultry, lard, butter, oleomargarine, cheese and eggs to the following points: Lake City, Jacksonville and Miami, Tampa, Ft. Myers, High Springs, Gainesville, Archer, Orlando, Haines City, Florida and fresh and frozen fruits and vegetables from points in Florida to Cincinnati, Ohio.

K & L Transportation Company,
Waycross, Georgia

Transporting freight.

Keal, I. E.,
810 E. 82nd Street,
Cleveland, Ohio

In contract carriage — transporting in driveway method new trucks, new truck chassis and new commercial automotive vehicles to all points in Florida.

Knowles Van, Inc.,
Omaha, Nebraska

Transport household goods.

Lawrence, Frank B.,
Fayetteville, Tennessee

Under contract transporting sweet cream for Southern Borden Company —from Fayetteville, Tennessee, to Jacksonville, Florida, and from Atlanta, Georgia to Forsythe, Georgia and from Waycross, Georgia to Jacksonville, Florida.

Liberty Return Load Association, Inc.,
New York City, New York

Transport household goods.

Lakewood Storage, Inc.,
14441 Detroit Avenue,
Lake wood, Ohio

Transport household goods.

Lix Van & Storage Company,
Philadelphia, Pennsylvania

Transport household goods.

Morris, S. T.,
1356 Division Place, S.W.,
Atlanta, Georgia

Under contract — transporting pipe and metal coated roofing, galvanized ware, wire, nails, from Georgia-Florida to points in Florida.

Miller, Gary E.,
Box 26,
Hartsville, South Carolina

Transporting paper and paper products. From Georgia-Florida Stat line to points in Florida.

Miller North Broad Transit Company,
2709-13 North Broad Street,
Philadelphia, Pennsylvania

Transport household goods.

Thomas I. Murphy, d/b/a,
Murphy's Storage Warehouse,
200 Middle Neck Road,
Great Neck, New York

Transport household goods.

Mattsen Bros. Storage & Van Service,
Chicago, Illinois

Transport household goods.

McDonald, W. & Company,
Boston, Massachusetts

Transport household goods.

McClendon, Glen,
Lafayette, Alabama

Transporting fruits, vegetables and
household goods.

Mid-West Trailer Transport,
Chicago, Illinois

Transport coach, house, display, cabin
and laboratory trailers, restricted to
initial movements in towaway service.

Morris Express & Van Company,
Chicago, Illinois

Transport household goods.

Motion Picture Delivery, Inc.,
New Orleans, Louisiana

Transport motion picture films, ad-
vertising matter and motion picture
theater equipment parts.

National Delivery Association, Inc.,
Washington, D.C.

Transporting household goods.

National Movers of Boston,
129 Waverly Avenue,
Watertown, Massachusetts

Transporting household goods.

North American Van Lines, Inc.,
1220 Superior Avenue,
Cleveland, Ohio

Transporting household goods.

Nazarina, John, 50 Prentiss Street, Watertown, Massachusetts	Transporting household goods.
Newton, Lester C., Bridgeville, Delaware	Transporting fruits and produce.
National Van Lines, Inc., Chicago, Illinois	Transporting household goods.
Newman Transfer Company, Newnan, Georgia	Transport household goods.
National Moving & Warehouse Company, New York City, New York	Transport household goods.
O K Storage & Transfer Company, Inc., 161 Jefferson Avenue, Memphis, Tennessee	Transporting household goods.
Owl Moving & Storage Company, 3631 Chene Street, Detroit, Michigan	Transporting household goods.
Pyramid Moving Company, The, 3739 East 93rd Street, Cleveland, Ohio	Transporting household goods.
Pan-American Bus Lines, Charlotte, North Carolina	Transporting passengers in common carriage — State line to Jacksonville thence to Miami, Roads 3 and 4.
P & B Transfer & Storage Company, Inc., 417 S. Main Street, Memphis, Tennessee	Transporting household goods.
Pittsburgh Warehouse & Van Co., Inc., Pittsburgh, Pennsylvania	Transporting household goods.
Public's Moving Company, "Van Lines" Hammond, Indiana	Transporting household goods.
Parrish Dray Line, Inc., Sumter, South Carolina	Transporting household goods.

Porter, Ed, Chester, South Carolina	Transporting household goods and livestock.
Piedmont Trucking Company, Asheboro, North Carolina	Transporting new furniture and supplies used in the manufacture of new furniture and damaged or returned furniture.
Pyremid Moving Company, Cleveland, Ohio	Transport household goods.
Red Comet Van Lines, Inc., 654 West 60th Street, New York City, New York	Transporting household goods.
Rogers, A. G., Inc., 931 Asbury Avenue, Asbury Park, New Jersey	Transporting household goods.
Rosebank Storage Warehouse, 69 St. Mary's Avenue, Rosebank, Staten Island, New York	Transporting household goods.
Red Lion Moving Company, Inc., 3120 Market Street, Philadelphia, Pennsylvania	Transporting household goods.
Return Loads Bureau, Inc., 37-11 30th Street, Long Island City, New York	Transporting furniture, pianos, refrigerators, washing machines, vending machines, restaurant and kitchen equipment.
Rothery Storage & Van Company, Des Plaines, Illinois	Transporting household goods.
Smith, Ralph G., 200 N. Penn. Street, West Chester, Pennsylvania	Transporting horses and livestock together with their equipment to points and places in Florida.

Sanders Transfer & Storage Company,
129 8th Avenue, North
Nashville, Tennessee

Transporting household goods.

Sober, Howard, Inc.,
1104 S. Washington Avenue,
Lansing, Michigan

Transporting automobiles, trucks,
chassis, unfinished automobiles and/or
parts thereof and combination thereof
by driveway method, to points and
places in Florida.

Shaff, D. B.,
604 Cotton Street Building,
Nashville, Tennessee

Transporting household goods.

Foy N. Suddath, d/b/a,
Suddath Moving & Storage Company,
Atlanta, Georgia

Transporting household goods.

Security Storage & Van Corporation,
530 Front Street,
Norfolk, Virginia

Transporting household goods.

Schelburne, J. C., Transfer & Storage Corp.,
Richmond, Virginia

Transporting household goods.

Steves, Noble R.,
Boston, Massachusetts

Transporting household goods.

Security Storage & Van Company, Inc.,
230 Decatur Street,
New Orleans, Louisiana

Transporting household goods.

Scott, A. L.,
Montgomery, New York

Transporting horses and their equip-
ment — grooms and trainers equip-
ment.

Swormstedt Storage & Van Company,
Columbus, Ohio

Transporting household goods.

Sisser Brothers, Inc.,
Somerville, New Jersey

Transporting household goods.

Truckway Corporation,
342 Raeburn Street,
Pontiac, Michigan

Transporting automobiles, trucks, and chassis under their own power or by the tow-bar or other attachment method.

Solomon's Transfer Company,
Savannah, Georgia

Transport household goods.

South Jersey Transfer Company,
Atlantic City, New Jersey

Transport household goods.

Thompkins Motor Lines, Inc.,
Nashville, Tennessee

In common carriage transporting packing house and dairy products — eggs and poultry, pottery, tallow, to points and places in Florida. Canned and fresh fruits and canned fruit juices, coffee, lard, and vegetable oil compounds, to points in Tennessee and Georgia.

R. B. Hicks, d/b/a
The Trading Post,
464 First Street,
Macon, Georgia

Transporting household goods.

Terminal Van Lines,
Washington, D.C.

Transporting household goods.

Tallant Transfer Company, Inc.,
Hickory, North Carolina

Transporting commodities generally.

Trans American Van Service, Inc.,
540 W. 59th Street,
Chicago, Illinois

Transporting household goods.

Traina's Van Service,
729 Roselle Street,
Linden, New Jersey

Transporting household goods.

Takoma Transfer and Storage Co., Inc.,
Washington, D.C.

Transport household goods.

United Van Lines, Inc.,
2038 East 4th Street,
Cleveland, Ohio

Transporting household goods.

Vanportation & Warehouse Corporation,
37-15 30th Street,
Long Island City, New York

Transporting new uncased furniture.

Watkins Motor Lines, Inc.,
Thomasville, Georgia

Frozen fruits and vegetables, salad dressing, dressed poultry, lard, butter, oleomargarine, cheese and eggs.

Wimberly Transfer
Valdosta, Georgia

In common carriage — transporting commodities generally between Jacksonville, Florida and Valdosta, Georgia via Lake City, Florida. Tobacco and pecans from Live Oak and Madison, Florida to Valdosta, Georgia.

Feed stuffs and fertilizer from Valdosta, Georgia to points and places on U.S. Highway No. 90, between Madison and Jacksonville, Florida. Household goods to points and places in Florida.

Weathers, Cary F., Transfer & Storage Co.,
Augusta, Georgia

Transporting household goods.

White, A. C., Transfer & Storage Company,
414 Edgewood Avenue,
Atlanta, Georgia

Transporting household goods.

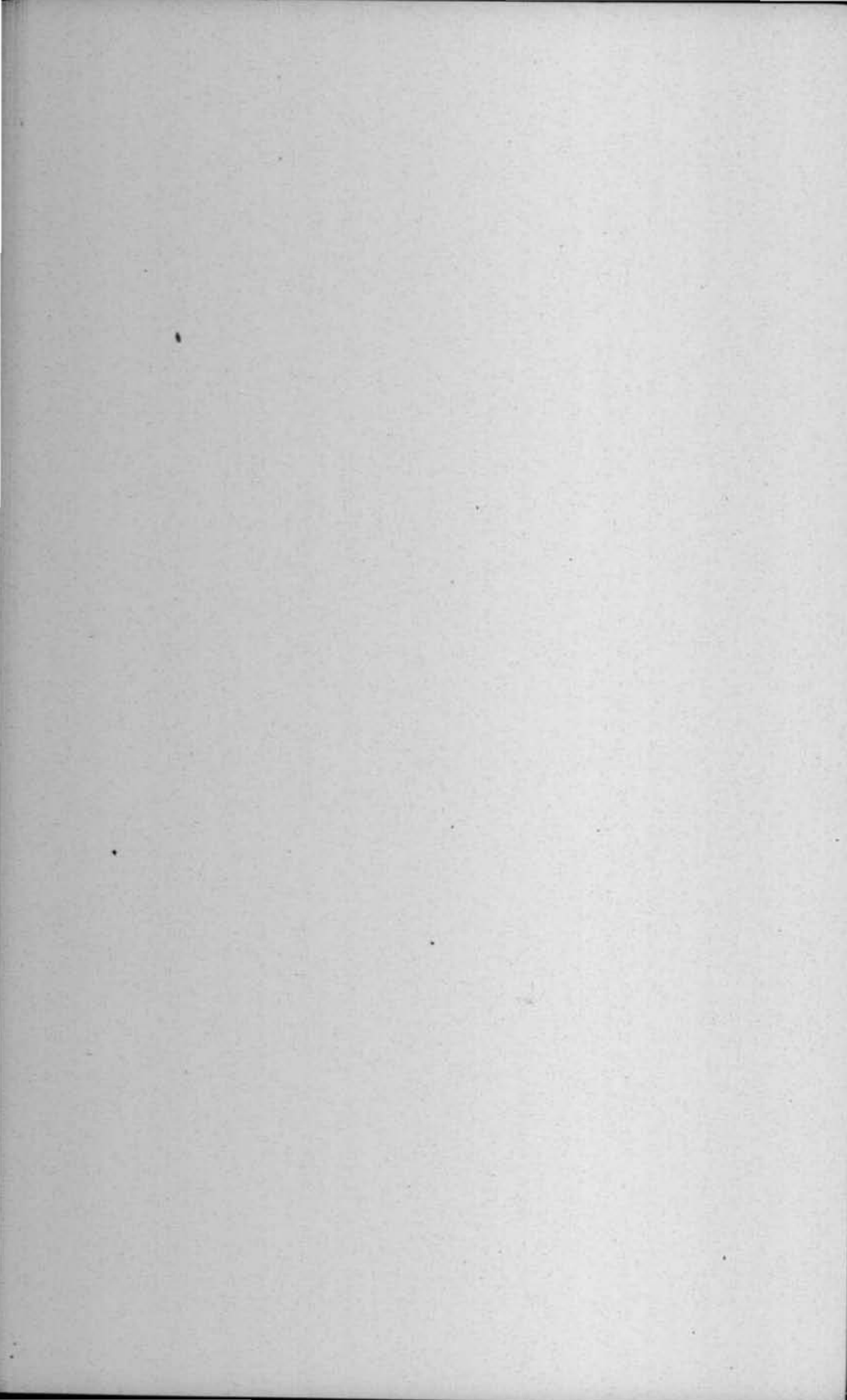
Woodside Storage Company, John J.,
259 Edgewood Avenue,
Atlanta, Georgia

Transporting household goods.

Walker Warehouse, Inc.,
521 Peachtree Street, N.E.,
Atlanta, Georgia

Transporting household goods.

Weathers Bros. Transfer Company, Inc., 733 Boulevard, N.E., Atlanta, Georgia	Transporting household goods.
Washburn Storage Company, 203 Poplar Street, Macon, Georgia	Transporting household goods.
World Wide Carriers, Inc., 1066 Freeman Street, New York City, New York	Transporting household goods.
Warren, Ezra H., 925 Lysander, Detroit, Michigan	Transporting household goods.
E. E. Warren, d/b/a, Warren's Transfer, Raleigh, North Carolina	Transporting household goods.
White, Bradley Company, Birmingham, Alabama	Transport household goods.
Willets Express, Wildwood, New Jersey	Transport household goods.
War Emergency Corporation, Parkeville, Maryland	Transport petroleum products in bulk tank trucks over irregular routes.
Weber's Van & Storage Company, Baltimore, Maryland	Transport household goods.
York, T. Edgar & Son, Indianapolis, Indiana	Transport household goods.



Motor Transportation Orders

ORDER NO. 1598

DOCKET NO. 1467

IN THE MATTER OF THE APPLICATION OF HOUSEHOLD GOODS CARRIERS BY MOTOR VEHICLE TO REVISE RATES, RULES AND CHARGES PUBLISHED IN HOUSEHOLD GOODS TARIFF NO. 1, F.R.C. NO. 1.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 795, issued May 27, 1942, the above matter came on for hearing before the Railroad Commission of the State of Florida at the Hotel George Washington in the City of Jacksonville, Florida, on Monday, June 29, 1942, and then and there appeared petitioner Leo P. Kitchen, agent for and in behalf of motor carriers of household goods operating intrastate within the State of Florida.

The carriers seek to revise rates based on cubic foot basis established in Household Goods Tariff No. 1, by our Order No. 1011 of June 3, 1937, and apply instead thereof rates prescribed in cents per 100 pounds as set forth in Section 111, pages 31 thru 40 of Tariff No. 19, Household Goods Carriers' Bureau, MF—I.C.C. No. 26, J. F. Rowan, Executive Secretary. It is also proposed to adopt rules, regulations and charges in said tariff with limited modifications to conform with Florida intrastate requirements. There does not, however, appear need to adopt Section III rates in the Bureau tariff beyond 1000 miles; the greatest distance being 947 highway miles between Key West and Century by way of Jacksonville.

Analysis has been made of the rates applicable in other southeastern states. Our present rates are lower than interstate, also materially less than current intrastate rates in the states of Alabama, Georgia, Louisiana, Mississippi and Tennessee. Household goods rates have not yet been prescribed in North Carolina, South Carolina and Virginia.

This Commission has received numerous informal complaints alleging that carriers of household goods had charged other than their tariff rates and had indulged in certain other practices which were unreasonable, unduly prejudicial, and unjustly discriminatory. Applicant directs our attention to Interstate Commerce Commission report in their Ex Parte No. MC-19, Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, and specifically point out that the same irregularities and inconsistencies related therein are also to be found in the present method of computing intrastate rates and charges.

And now on this day the Railroad Commissioners of the State of Florida, having fully considered all of the evidence taken at said hear-

ing, and being duly advised in the premises, do FIND and ORDER as follows:

ORDER NO. 1598

DOCKET NO. 1467

It is FOUND that there is need for revision of Rates, Rules and Charges prescribed in Household Goods Tariff No. 1 now applicable for use of haulers of household goods, operating under certificate from this Commission between points in the State of Florida.

It is further FOUND that in the interest of uniformity in the proper assessment of Rates, Rules and Charges covering the handling of household goods by certificated carriers there should be adopted for intrastate application in the State of Florida tariff provisions more in harmony with rates and charges now applicable interstate and intrastate in the several southeastern states.

It is therefore ORDERED that HOUSEHOLD GOODS TARIFF NO. 2, issued by Kitchen, Schevitz & Schwartz, 712-715 Professional Building, Jacksonville, Florida, which reflect Section III rates, also charges, rules and regulations published in Tariff No. 19 of the Household Goods Carriers' Bureau, their MF-I.C.C. No. 26, be and is hereby adopted by the Railroad Commission of the State of Florida, to be used by the handlers of household goods by motor vehicle, on such traffic between points in the State of Florida. A copy of HOUSEHOLD GOODS TARIFF NO. 2 is attached to this Order and made a part thereof for the records of the Commission.

It is FURTHER ORDERED that Mileage Guide No. 4, Household Goods Carriers' Bureau MF-I.C.C. No. 27, supplements to or successive issues of said publication, shall govern the distance or mileage to be used in determining transportation charges.

It is FURTHER ORDERED that Household Goods Tariff No. 2 shall become effective Sixty (60) days from date of this Order; provided, however, if distribution of the tariff can be had at an earlier date the effective date of the tariff shall govern, but the effective date shall not be less than Fifteen (15) days later than date of issue.

It is FURTHER ORDERED that Household Goods Tariff No. 2 shall cancel Household Goods Tariff No. 1 on the effective date thereof, and that Household Goods Tariff No. 2 shall be the only lawful tariff to be employed by household goods carriers until further Order of the Commission.

DONE and ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 20th day of January, 1943.

ORDER NO. 1599**DOCKETS NOS. 442 AND 1040**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JOINT APPLICATION OF A. J. LERETTE, DOING BUSINESS AS LERETTE'S TRANSFER OF MIAMI, FLORIDA, AND AMERICAN VAN & STORAGE, INC., OF MIAMI, FLORIDA, FOR APPROVAL OF TRANSFER OF PERMIT NO. 351, AND CERTAIN EQUIPMENT NOW OWNED AND HELD BY A. J. LERETTE DOING BUSINESS AS LERETTE'S TRANSFER TO AMERICAN VAN & STORAGE, INC.

1. Pursuant to Notice No. 821, dated December 18, 1942, this matter came on for hearing before the Railroad Commission of the State of Florida at the Court House, Dade County, Miami, Florida, on Saturday, January 2, 1943.

A. J. Lerette appeared for the applicants.

Leo P. Kitchen of Jacksonville, Florida, represented John E. Withers Transfer & Storage Company of Miami, Florida, protestant.

2. It appears that A. J. Lerette, doing business as Lerette's Transfer, has been continuously in the business of transportation of household goods to points within the State of Florida since 1924 and holds Permit No. 351 from this Commission.

3. American Van & Storage, Inc., is a corporation organized under the laws of the State of Florida with its principal place of business at 315 N. W. 9th Avenue, Miami, Florida. Its officers are A. J. Lerette, President; A. J. Lerette, Jr., Vice-President and Earle J. Lerette, Secretary and Treasurer. These are the same persons who have been operating Lerette's Transfer.

4. That the joint application filed herein shows that A. J. Lerette, doing business as Lerette's Transfer, has sold, transferred and conveyed the trucks which it has been operating in its business including all equipment, pads and tires, and all office fixtures and office equipment, and all accounts receivable, and its right, title and interest in Permit No. 351 to American Van & Storage, Inc., which company has agreed to purchase the same and to observe and abide by all of the laws of the State of Florida and the rules and regulations of this Commission involving the operation of carriers of household goods, and has further agreed to assume and pay all liabilities that are outstanding against A. J. Lerette, doing business as Lerette's Transfer, especially to assume and pay all mileage taxes due to the State and C. O. D. obligations remaining unpaid by said company.

5. After hearing the evidence in this case the Commission announced from the bench that it would approve this joint application seeking the transfer of Permit No. 351 when the applicant, American Van & Storage, Inc., filed with it certified copy of Certificate of Incorporation showing its authority to operate and do business in the State of Florida. This Certificate of Incorporation was filed with this Commission on January 11, 1943.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of A. J. Lerette, doing business as Lerette's Transfer of Miami, Florida, and American Van & Storage, Inc., of Miami, Florida, for approval of the sale, transfer and assignment by A. J. Lerette, doing business as Lerette's Transfer to American Van & Storage, Inc., of all of its right, title and interest in and to Permit No. 351, authorizing it to engage in the transportation of household goods between Miami, Florida, and various points in the State of Florida, be and the same is hereby **APPROVED**, and American Van & Storage, Inc., is hereby authorized to continue such operations as is authorized under such Permit No. 351.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 12th day of January, 1943.

ORDER NO. 1600

DOCKETS NOS. 100-134 AND 1034

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JOINT APPLICATION OF H. J. REDD OF TALLAHASSEE, FLORIDA, AND R. C. BASS OF TALLAHASSEE, FLORIDA, FOR APPROVAL OF THE TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 125 FROM H. J. REDD TO R. C. BASS.

1. Pursuant to Notice No. 822, dated January 19, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, February 3, 1943.

J. Velma Keen of the firm of Keen and Allen, Tallahassee, Florida, represented R. C. Bass.

No one appeared in opposition.

2. By Order No. 196, dated September 4, 1930, H. J. Redd was authorized to operate a passenger service between Tallahassee, Florida,

and Monticello, Florida, in connection with the mail service he was performing under contract with the Federal Government. The record indicates that H. J. Redd continued to operate under Certificate of Public Convenience and Necessity No. 125 transporting passengers between Tallahassee and Monticello in connection with his mail contract but for the past twenty-eight months his operation has been suspended under authority of this Commission.

3. R. C. Bass now has a contract for the transportation of the United States mail between Tallahassee and Monticello and is regularly making trips between said towns transporting mail, and under temporary authority of this Commission is transporting passengers. R. C. Bass has purchased from H. J. Redd all of his right, title and interest in and to Certificate of Public Convenience and Necessity No. 125, and now asks approval of this Commission of said purchase and transfer of Certificate and also asks for authority to operate between Tallahassee and Monticello, Florida, over State Road No. 1, as a common carrier by motor vehicle of passengers and their baggage.

4. The applicant, R. C. Bass, now operates in this service an Oldsmobile Station Wagon 1942 model. He proposes to operate a schedule between Tallahassee and Monticello that will connect with both the North and Southbound trains at Monticello. He proposes to transport passengers from Tallahassee to the Atlantic Coast Line Railroad station at Monticello, and desires to meet the Southland trains and also to transport passengers who are discharged from these trains at Monticello to Tallahassee. He also desires to pick up and discharge passengers, if any, between Tallahassee and said station at Monticello.

5. A joint application for approval of the transfer of this Certificate was filed signed by H. J. Redd and R. C. Bass, and also a confirmed copy of a sworn bill of sale between the said H. J. Redd and R. C. Bass under which the said H. J. Redd agrees to sell, assign, transfer and set over to R. C. Bass Certificate of Public Convenience and Necessity No. 125.

6. The Commission has considered the joint application in this case—finds the same in order—and is of opinion that approval of the transfer and sale of this Certificate of Public Convenience and Necessity is in the interest of the public.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the sale and transfer of Certificate of Public Convenience and Necessity No. 125 from H. J. Redd to R. C. Bass authorizing the transportation of passengers and their baggage between Tallahassee and Monticello, Florida, over State Road No. 1, be and the same is hereby **APPROVED**.

It is further ORDERED that R. C. Bass be and he is hereby authorized to operate as a common carrier of passengers and their baggage by motor vehicle between Tallahassee and Monticello, Florida, over State Road No. 1.

DONE AND ORDERED by the Railroad Commission of the State of Florida in Session at its office in the City of Tallahassee, Florida, this February 3, 1943.

ORDER NO. 1601

DOCKETS NOS. 261 AND 1043

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JOINT APPLICATION OF PAUL C. GRUBB, DOING BUSINESS AS GRUBB'S VAN & STORAGE COMPANY OF JACKSONVILLE, FLORIDA, AND ELDER MOVING & STORAGE COMPANY, INC., OF NO. 54 E. 14TH STREET, JACKSONVILLE, FLORIDA, FOR APPROVAL OF TRANSFER OF PERMIT NO. 250 COVERING OPERATIONS AS A HOUSEHOLD GOODS CARRIER FROM PAUL C. GRUBB, DOING BUSINESS AS GRUBB'S VAN & STORAGE COMPANY TO ELDER MOVING & STORAGE COMPANY, INC.

1. Pursuant to Notice No. 822, dated January 19, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, February 3, 1943.

Nathan Schevitz of the firm of Kitchen, Schevitz & Schwartz of Jacksonville, Florida, appeared for the applicants.

No one appeared in opposition.

2. Paul C. Grubb, doing business as Grubb's Van & Storage Company, is an individual and sole owner of this transportation company and holds Permit No. 250, to operate as a "For Hire" carrier of household goods, issued by this Commission on April 1, 1935.

3. Elder Moving & Storage Company, Inc., is a corporation organized and existing under the laws of the State of Florida with its principal place of business at 54 E. 14th Street, Jacksonville, Florida.

4. A. M. Elder, President of Elder Moving & Storage Company, Inc., appeared and testified at the hearing. He filed in evidence a copy of an agreement dated December 3, 1942 by which Paul C. Grubb, doing business as Grubb's Van & Storage Company did agree to sell and the said Elder Moving & Storage Company, Inc., did agree to purchase Per-

mit No. 250, authorizing the transportation of household goods issued by this Commission on April 1, 1935. The witness testified that the signatures shown on said agreement were those of Paul C. Grubb signed on behalf of Paul C. Grubb, doing business as Grubb's Van & Storage Company, and his own (A. M. Elder) signed as President of Elder Moving & Storage Company, Inc. A certified Certificate of Incorporation under the seal of the Secretary of State of the State of Florida was filed in evidence. This Certificate from the office of Secretary of State shows that the proper name of the corporation is Elder Moving & Storage Co. and that this is the corporation authorized to do business in the State of Florida as a transportation company by means of motor vehicles. The purchaser of this Permit agreed to observe the laws and rules governing the operation of auto transportation companies transporting household goods, and agreed to assume all liabilities outstanding against Paul C. Grubb, doing business as Grubb's Van & Storage Company, arising out of this operation under said Permit No. 250.

5. The Commission has examined the record in this case and is of opinion that the sale and transfer of this Permit is in the interest of the public and that it should approve the sale and transfer to the company named in the Certificate of Incorporation—that is to say, Elder Moving & Storage Co.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the sale and transfer of all operating rights of Paul C. Grubb, doing business as Grubb's Van & Storage Company, under Permit No. 250, to Elder Moving & Storage Co., be and the same is hereby APPROVED, and the said Elder Moving & Storage Co., is hereby authorized to operate as a limited common carrier of household goods and a Certificate covering such authority shall be issued to Elder Moving & Storage Co.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 3d day of February, 1943.

ORDER NO. 1602**DOCKET NO. 15****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

IN RE: APPLICATION OF SCOTT M. LOFTIN AND JOHN W. MARTIN, TRUSTEES, FLORIDA EAST COAST RAILWAY FOR AUTHORITY TO ABANDON BUS-TRUCK OPERATIONS BETWEEN PALATKA, EAST PALATKA AND SAN MATEO, FLORIDA, OVER STATE ROADS NOS. 3, 14 AND 28.

1. This matter came on for hearing before the Railroad Commission of the State of Florida upon the application of Scott M. Loftin and John W. Martin, Trustees, Florida East Coast Railway Company for authority to discontinue and abandon its bus-truck operations between Palatka, East Palatka and San Mateo, Florida.

2. It appears that by Order No. 696, dated September 28, 1934, Florida East Coast Railway and its Receivers were awarded Certificate of Public Convenience and Necessity to operate as a common carrier transporting freight, passengers, mail and express between Palatka, East Palatka and San Mateo, Florida. This certificate was awarded to the railway in order to transport passengers, L. C. L. freight and express that would usually be handled by a shuttle train that the carrier was operating over the rail line between these points, and that the operation of this bus-truck line and the withdrawal of the passenger train would enable the carrier to save a considerable sum per year. This bus-truck operation was to be carried on in connection with operation of the rail line and carload traffic was to be handled by the rail line.

3. It now appears that the Interstate Commerce Commission, in Finance Docket No. 13954, has issued its Certificate of Convenience and Necessity permitting the abandonment of the San Mateo Branch operating between these points. The abandonment was effective as of December 9, 1942.

4. The applicants have filed with this Commission a statement showing the business done by the Florida East Coast Railway Company on its bus-truck operations between East Palatka and San Mateo for the years 1938 through 1942 inclusive. It appears from this statement that the rail carrier suffered a net deficit of \$609.29 for the year 1942.

5. The Commission has considered this application, and the operating statement of the railroad, and has also taken into consideration that Florida Motor Lines operates a passenger bus over this highway and Flamingo Truck Lines, Inc., operates in freight service, and is of opinion

that the application for abandonment of this bus-truck service should be granted.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Scott M. Loftin and John W. Martin, Trustees of Florida East Coast Railway Company for the discontinuance and abandonment of the bus-truck operation between Palatka, East Palatka and San Mateo, Florida, operating over Highways Nos. 3, 14 and 28, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 11th day of February, 1943.

ORDER NO. 1603

DOCKET NO. 216

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF L. R. POWELL, JR. AND HENRY W. ANDERSON, RECEIVERS OF SEABOARD AIR LINE RAILWAY FOR AUTHORITY TO TEMPORARILY SUSPEND OPERATION OF ITS MOTOR TRUCKS BETWEEN QUINCY, FLORIDA, AND CHATTAHOOCHEE, FLORIDA.

1. This matter coming on to be heard upon the application of the Supervisor of Motor Vehicle Operations of the Seaboard Air Line Railway to make certain changes in the schedules of its motor trucks in compliance with order of the Interstate Commerce Commission, and of the Office of Defense Transportation, and the Commission having approved the changes applied for in the schedules, and it appearing that one of the changes in these schedules involved operation on the Jacksonville-Chattahoochee route and necessitated the elimination of the route between Quincy and Chattahoochee, and the said Railway Company now is petitioning this Commission to enter its order authorizing the suspension of service between Quincy and Chattahoochee, Florida, for the duration of the war, and the Commission being of opinion that this is in the interest of the public, and in accordance with the request of the Office of Defense Transportation to reduce mileage and conserve rubber and gasoline:

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that L. R. Powell, Jr., and Henry W. Anderson, Receivers of Seaboard Air Line Railway, be and they are, hereby authorized to discontinue and suspend common

carriage by motor vehicle between Quincy, Florida, and Chattahoochee, Florida, for the period of the duration of the war and six months thereafter.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of February, 1943.

ORDER NO. 1604 (Amending ORDER NO. 1559)

DOCKET NO. 982

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF TRANSIT LINES, INC., WITH ITS PRESENT PLACE OF BUSINESS THE CITY OF FORT MYERS, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER BY MOTOR VEHICLE TRANSPORTING PASSENGERS, LIGHT EXPRESS AND BAGGAGE BETWEEN FORT MYERS, FLORIDA, AND FORT MYERS BEACH AND BETWEEN FORT MYERS AND THE UNITED STATES FLEXIBLE GUNNERY SCHOOL.

1. By Order No. 1559, dated July 29, 1942, Transit Lines, Inc., of Fort Myers, Florida, was awarded a Certificate of Public Convenience and Necessity as a Common Carrier by Motor Vehicle of passengers, light express and baggage between Fort Myers and certain points described in said order. It now appears that authority to operate from Fort Myers to Paige Field was not incorporated in the order although Transit Lines, Inc., is now, and has been, operating numerous schedules between Fort Myers and Paige Field, and the testimony fully justifies the entrance of an order granting to Transit Lines, Inc., to operate and serve Paige Field.

2. The Commission has considered this matter and is of opinion that Order No. 1559 should be amended to include authority of Transit Lines, Inc., to serve Paige Field.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Order No. 1559 be, and it is, hereby, amended to read as follows:

"Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Transit Lines, Inc., of Fort Myers, Florida, for a Certificate of Public Convenience and Necessity as a Common Carrier by motor vehicle of passengers, light express and baggage between Fort Myers, Florida, and Fort Myers Beach,

operating out McGregor Boulevard; thence over Road 25 to its intersection with a County Road; thence over said County Road to the beach, approximately a distance of seventeen miles; and between Fort Myers and United States Flexible Gunnery School operating over a new proposed highway with the right to detour between such points over State Highway No. 25 and County roads pending completion of said new highway; and between Fort Myers and Paige Field over U. S. Highway No. 41, a distance of approximately 1.7 miles, under the schedules and rates of fare filed with this Commission be, and the same is, hereby, GRANTED."

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of March, 1943.

ORDER NO. 1605

DOCKET NO. 989

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF CITY OF AVON PARK, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER BY MOTOR VEHICLE TRANSPORTING PASSENGERS AND LIGHT EXPRESS BETWEEN THE CITY OF AVON PARK AND THE BOMBING RANGE.

1. Pursuant to Notice No. 824 dated February 16, 1943, this application came on for formal hearing before the Railroad Commission of the State of Florida at the Angebilt Hotel, Orlando, Florida, on March 2, 1943.

Perry Murray, City Attorney; E. A. DeLaney, Chairman City Council; C. P. Anderson, Member City Council, Avon Park, Florida, appeared for applicant.

John M. Allison, Stovall-Professional Building, Tampa, Florida; D. E. Hunt, representing Hunt Truck Line, Tampa, Florida, appeared as protestants.

2. At the beginning of the hearing the applicant stated that it was not its purpose to engage in general freight hauling but only the light express usually transported in passenger busses. A stipulation was thereupon entered into between the applicant and the protestants that the application should be limited to the usual light express transported by

busses and, thereupon, the protestants withdrew all objection to the granting of the application.

3. The Federal Government has established a Bombing Range between twelve and fourteen miles northeast of Avon Park and there is no passenger service between the city and this Bombing Range. The City of Avon Park has procured six busses and has established multiple schedules between Avon Park and this Bombing Range in order to take care of the Military personnel at this Range and the Civilian personnel regularly employed there. There is no other means of public transportation and the military vehicles are not available for the purpose of supplying such transportation. The City of Avon Park makes a transportation charge of 20c each way which is satisfactory to the Military authorities.

4. The Commission has considered the record in this cause and is of the opinion that the convenience and necessity of the Military personnel stationed at the Range, and the Civilian personnel employed there, require the granting of this application.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that application of the City of Avon Park, Florida, for a Certificate of Public Convenience and Necessity as a Common Carrier by motor vehicle of passengers and light express between the City of Avon Park and the Bombing Range be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Orlando, Florida, on March 2, 1943.

ORDER NO. 1606

DOCKET NO. 1044

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF ROY OSCAR YOUNG OF ST. CLOUD, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A CONTRACT CARRIER TRANSPORTING UNDER CONTRACT WITH RAILWAY EXPRESS AGENCY GENERAL EXPRESS CONSISTING OF GOODS, WARES AND MERCHANDISE BETWEEN ST. CLOUD AND KISSIMMEE, FLORIDA; AND ALSO TO TRANSPORT L. C. L. FREIGHT FROM KISSIMMEE TO ST. CLOUD, FLORIDA, FOR VARIOUS MERCHANTS LOCATED IN ST. CLOUD.

1. Pursuant to Notice No. 824 dated February 16, 1943, this matter came on for formal hearing before the Railroad Commission of the

State of Florida at the Angebilt Hotel, Orlando, Florida, on March 2, 1943.

Roy Oscar Young represented the applicant.

R. E. Davis, Route Agent, Railway Express Agency, Lakeland, Florida, represented the Railway Express Agency.

2. The applicant has for many years been in the transfer business at St. Cloud delivering express for the Railway Express Agency. Effective 12, 1943, the Interstate Commerce Commission issued its Certificate permitting the Atlantic Coast Line Railroad to abandon its line of railroad into St. Cloud. The Express Company agreed to continue its office in St. Cloud provided it could obtain someone to transport its express between St. Cloud and Kissimmee. The applicant has agreed to continue its pick-up and delivery service in St. Cloud, and also to transport express from St. Cloud to Kissimmee and from Kissimmee to St. Cloud. The outbound load from St. Cloud to Kissimmee is usually large but the inbound tonnage from Kissimmee to St. Cloud is small and, therefore, the applicant desires a Certificate as a Contract Carrier to transport L. C. L. freight from Kissimmee to the several merchants in St. Cloud in order to provide tonnage for his trip from Kissimmee to St. Cloud. He has presented a contract that he has entered into with Railway Express Agency to transport express between St. Cloud and Kissimmee for a monthly allowance of \$85.00. He has also presented copy of contract between himself and various merchants at St. Cloud by which he undertakes to transport L. C. L. freight from Kissimmee to St. Cloud for a minimum charge of 50c per shipment or 10c per hundred pounds if the shipment amounts to more than five hundred pounds.

3. The Commission has considered the record in this case and, due to the necessity for service by truck on account of the abandonment of the railway facilities in St. Cloud, is of the opinion that public convenience and necessity require the granting of this application.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Roy Oscar Young of St. Cloud, Florida, for a Certificate of Public Convenience and Necessity as a Contract Carrier transporting under contract for Railway Express Agency general express traffic between St. Cloud and Kissimmee, and transporting L. C. L. freight from Kissimmee to St. Cloud be, and the same in, hereby, APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 10th day of March, 1943.

ORDER NO. 1607**DOCKETS NOS. 100-121 AND 1048**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: LEASEHOLD OPERATING AGREEMENT BETWEEN FLORIDA MOTOR LINES CORPORATION OF JACKSONVILLE, FLORIDA, AND ROBERT L. COLEMAN, DOING BUSINESS AS LAKE WORTH COACH LINES, LAKE WORTH, FLORIDA.

1. The Commission has had under consideration a Leasehold Operating Agreement made and entered into on March 6, 1943 by and between the Florida Motor Lines Corporation of Jacksonville, Florida, and Robert L. Coleman, doing business as Lake Worth Coach Lines, Lake Worth, Florida.

2. It appears that the Military and Civilian personnel stationed and working in the Boca Raton Technical Training School require frequent service between Delray Beach and Boca Raton and the intervening territory, and that the Military authorities at the Boca Raton Technical Training School have requested Robert L. Coleman to furnish such service between such Training School and Delray Beach, and through the intervening territory.

3. It further appears that Florida Motor Lines Corporation is a duly certificated motor carrier of passengers and operates exclusively over the route and in the territory between Boca Raton and Delray Beach under jurisdiction of this Commission.

4. Florida Motor Lines Corporation has entered into a Leasehold Operating Agreement with Robert L. Coleman, doing business as Lake Worth Coach Lines, under which it has let and leased to the said Robert L. Coleman local operating rights in common carriage of passengers between Delray Beach and Boca Raton Technical Training School of the Army Air Corps at Boca Raton, Florida, over Dixie Highway, State Road No. 140 and County Roads for the duration of the present war emergency and a maximum period of six months thereafter. The lessee, Robert L. Coleman, doing business as Lake Worth Coach Lines, has accepted the lease and has agreed to furnish local service under the authority and franchise of Florida Motor Lines Corporation, and to abide by and comply with all of the laws of the State of Florida and rules and regulations of the Railroad Commission, and to pay all mileage taxes assessed for such operation. The Florida Motor Lines Corporation has agreed to be responsible for and to pay the mileage taxes imposed by the law for such service after having received the same from Robert L. Coleman, and to make such reports of this operation as is required by the statute.

5. The Railroad Commission has carefully considered this Leasehold Operating Agreement and, in view of the emergency and of the provisions of such agreement, is of opinion that the same should be approved without relinquishing any of its rights to hereafter cancel the same and require the said lessee, Robert L. Coleman, doing business as Lake Worth Coach Lines to apply to it for a Certificate of Public Convenience and Necessity to perform the service outlined in such agreement.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the Leasehold Operating Agreement made and entered into on March 6, 1943, by and between Florida Motor Lines Corporation and Robert L. Coleman, doing business as Lake Worth Coach Lines, Lake Worth, Florida, a copy of which Leasehold Operating Agreement has been filed with this Commission, be, and the same is, hereby, **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 19th day of March, 1943.

ORDER NO. 1608

DOCKET NO. 100-77

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
AN RE: SUSPENSION OF CERTIFICATE OF PUBLIC CONVENIENCE
AND NECESSITY NO. 122 OF NATIONAL TRUCKING COMPANY
OF JACKSONVILLE, FLORIDA, AUTHORIZING IT TO OPERATE
AS A CONTRACT CARRIER OF AUTOMOBILES AND TRUCKS IN
TRUCK-A-WAY SERVICE.

1. National Trucking Company of Jacksonville, Florida, which holds Certificate of Public Convenience and Necessity No. 122 authorizing it to engage in contract carriage of Ford automobiles and trucks between Jacksonville, Florida, and all points and places in Florida, has filed its application setting up the fact that the manufacture of automobiles has been discontinued on account of the war, and that it has had to cease operations for these reasons which are beyond its control and asks this Commission to authorize it to suspend its operations under said Certificate until December 31, 1944 or until such time as automobiles and trucks are again manufactured or available for transportation.

2. The Commission has considered this application and is of opinion that the war emergency requires the granting of the application.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by

the Railroad Commission of the State of Florida that the application of National Trucking Company of Jacksonville, Florida, for suspension of its operations under Certificate of Public Convenience and Necessity No. 122 until December 31, 1944 or until such times as automobiles and trucks are again manufactured or available for transportation under this type of operation be, and the same is, hereby, APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 1st day of April, 1943.

ORDER NO. 1609

DOCKET NO. 100-98

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF KITE TRANSFER OF 680 WEST COURT STREET, GAINESVILLE, FLORIDA, TO CANCEL CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 227 AUTHORIZING IT TO ENGAGE AS A CONTRACT CARRIER TRANSPORTING MERCHANDISE FOR SEARS-ROEBUCK & COMPANY BETWEEN GAINESVILLE, FLORIDA, AND POINTS IN THE STATE WITHIN A RADIUS OF FIFTY MILES OF GAINESVILLE, FLORIDA.

1. By Order No. 1293 dated the 8th day of April, 1940, David C. Kite, doing business as Kite Transfer of Gainesville, Florida, was awarded a Certificate of Public Convenience and Necessity as a contract carrier transporting for Sears-Roebuck & Company. It now appears that this company is no longer operating under said Certificate.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 227, heretofore issued to David C. Kite, doing business as Kite Transfer, and all authority granted under Order No. 1293 be, and the same is, hereby, CANCELLED and REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 8th day of April, 1943.

ORDER NO. 1610**DOCKET NO. 100-40**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF COATS MOTOR TRANSFER COMPANY OF FORT PIERCE, FLORIDA, TO CANCEL CONTRACT WITH RATH PACKING COMPANY OF WATERLOO, IOWA, FOR THE TRANSPORTATION OF MEATS TO POINTS IN FORT PIERCE, STUART AND VERO BEACH, FLORIDA, AND TO RELIEVE SAID COMPANY FROM PERFORMING SERVICE DESCRIBED IN SAID CONTRACT.

1. By Order No. 964 dated January 15, 1937, Certificate of Public Convenience and Necessity No. 46 held by Coats Motor Transfer Company of Fort Pierce, Florida, was clarified and its right to transport under contract with Rath Packing Company was reaffirmed among other rights set out in said order.

2. It now appears that by reason of the fact that Rath Packing Company is unable to supply to Coats Motor Transfer Company sufficient tonnage to make the hauling profitable the parties have mutually agreed to cancel the contract between them and Coats Motor Company has petitioned this Commission to approve this cancellation.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that that part of Certificate of Public Convenience and Necessity No. 46 as authorizes Coats Motor Transfer Company to transport under contract meats for Rath Packing Company of Waterloo, Iowa, to points and places in Fort Pierce, Stuart and Vero Beach, Florida, be, and the same is, hereby, **CANCELLED AND REVOKED** as of January 6, 1943.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 7th day of April, 1943.

ORDER NO. 1611**DOCKET NO. 1035**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: CANCELLATION OF AUTHORITY OF WESTCHESTER ASPHALT DISTRIBUTING CORPORATION OF WHITE PLAINS, NEW YORK, TO TRANSPORT AS A LIMITED COMMON CARRIER PAVING ASPHALT FROM THE BULK TERMINALS OF THE ASPHALT

**PRODUCING CORPORATION IN TAMPA TO CERTAIN POINTS
IN FLORIDA.**

1. By Order No. 1595 dated December 2, 1942 authority was granted to Westchester Asphalt Distributing Corporation of White Plains, New York, to transport paving asphalt from the bulk terminals of the Asphalt Producing Corporation in Tampa to various construction projects within a radius of one hundred and fifty miles of Tampa.

2. It now appears that this company has ceased operations and all of its equipment has been removed from the State of Florida.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that all authority granted Westchester Asphalt Distributing Corporation of White Plains, New York, under Order No. 1595, dated December 2, 1942, to transport paving asphalt from the bulk terminals of the Asphalt Producing Corporation in the Tampa area to various construction projects within a radius of one hundred and fifty miles of Tampa, Florida, be, and the same is, hereby, **CANCELLED AND REVOKED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 7th day of April, 1943.

ORDER NO. 1612

DOCKET NO. 100-127

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

**IN RE: APPLICATION OF MARY M. KETTNER, DOING BUSINESS
AS GLADES "K" MOTOR LINES TO EXTEND HER CERTIFICATE
OF PUBLIC CONVENIENCE AND NECESSITY NO. 108 TO AU-
THORIZE THE TRANSPORTATION OF PASSENGERS BY BUS
FROM CERTAIN TERRITORY LYING WEST OF THE CITY LIM-
ITS OF WEST PALM BEACH, FLORIDA.**

1. Mary M. Kettner, doing business as Glades "K" Motor Lines of West Palm Beach, Florida, has filed an application and submitted schedules to serve certain rural territory lying west of the City of West Palm Beach, Florida. This section lies within an area of one to four miles West of the city limits and it is represented to the Commission that approximately one hundred and fifty families reside in this territory and have no means of transportation by reason of rationing of gasoline and tires and are, thereby, isolated from their work and from the shopping district of West Palm Beach.

2. The Commission has considered this application and is of opinion that conditions created by the war emergency require the granting of authority to serve this area.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Mary M. Kettner, doing business as Glades "K" Motor Lines, for an extension of her Certificate of Public Convenience and Necessity No. 108 to transport passengers by motor bus over the territory lying West of the City Limits of West Palm Beach described as—beginning at the Union Bus Station; thence along First Street to State Road No. 1, known as Dixie Highway; thence to its intersection with Southern Boulevard Road, known as Road No. 25 to its intersection with Military Trail Road No. 200; thence along said road to its intersection with the Okeechobee Road, and thence over said road and Olive Street to the Bus Station, under schedules filed with her application, a copy of which is attached hereto and made a part of this order, be, and the same is, hereby, **APPROVED.**

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 1st day of April, 1943.

ORDER NO. 1613

DOCKET NO. 1046

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF L. L. ADAMS, JR., DOING BUSINESS AS RED ADAMS BUS LINE OF MIAMI, FLORIDA, FOR A COMMON CARRIER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT PASSENGERS ONLY—LEAVING DEPOT N. E. FIRST STREET TO N. W. FIRST STREET TO RIVER DRIVE; NORTHWEST ON RIVER DRIVE TO 5TH STREET; CROSS RIVER AT 5TH STREET BRIDGE; N. W. ON RIVER DRIVE TO N. W. 7TH STREET; WEST ON 7TH STREET TO LE JEUNE AND RED ROAD; THENCE NORTH TO 32ND AVENUE; THENCE WEST ONE MILE ON U. S. GOVERNMENT PROPERTY, RETURNING TO 20TH STREET AND THEN TO MIAMI DEPOT.

1. This application came on for formal hearing before the Railroad Commission of the State of Florida in Miami, Florida, on Friday, April 9th, 1943 pursuant to Notice No. 825. The following appeared:

For the applicant:

Roger Edward Davis, Attorney at Law, Shoreland Arcade,
Miami, Florida.

There were no protestants.

2. The applicant seeks a Certificate of Public Convenience and Necessity as a common carrier of passengers only to operate over the following route:

Leaving depot N. E. First Street to N. W. First Street to River Drive; Northwest on River Drive to 5th Street; cross river at 5th Street Bridge; N. W. on River Drive to N. W. 7th Street; West on 7th Street to LeJeune and Red Road; thence North to 32nd Avenue; thence West one mile on U. S. Government property, returning to 20th Street and then to Miami Depot.

3. At the hearing the applicant amended his application to enlarge upon the proposed route and as amended the applicant requests authority to transport passengers over the following route:

Starting from 55 N. E. 1st Street in Miami and operating West on First Street to North River Drive to 5th Street Bridge to 7th Street by way of South River Drive; West on 7th Street to LeJeune Road and Red Road; then north on LeJeune Road to 20th Street; then West on 20th Street to aforesaid Base; also to operate from the 36th Street side of the Airport and the Government Hangar on the West side of the Pan American Hangar; East on 36th Street to N. E. 2d Avenue; then South on N. E. 2nd Avenue to N. E. 1st Street and West on N. E. 1st Street to 55 N. E. 1st Street, which is the Miami Bus Terminal; also to operate from aforesaid Army Air Base and Airport to the City of Coral Gables by way of LeJeune and Red Roads.

The applicant agreed that he would not pick up or discharge passengers in the City of Miami for transportation to other points also inside the corporate limits of Miami. The applicant also agreed that he would not pick up nor discharge passengers in the City of Coral Gables for transportation to other points also inside the corporate limits of Coral Gables.

4. It appears from the record that the applicant, L. L. Adams, Jr., doing business as ~~Red Adams~~ Bus Line, has been engaged in the bus transportation business for approximately twenty years and has been rendering bus service for approximately eight months from the City of Miami to the Army Air Base located in Dade County but outside of the City limits of Miami. The applicant testified that there was no existing transportation facilities rendering service over the route originally applied for and as amended. The applicant was supported by witnesses located at the Army Air Base and also by a representative from the Office of

Defense Transportation who testified that the proposed operation was in the interest of public convenience and necessity.

5. The Commission has given careful consideration to the record in the case and finds that the applicant is fit, willing and able to perform the proposed service. The Commission further finds that the granting of the application is in the interest of public convenience and necessity.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida in open session at Miami, Florida, that the application of L. L. Adams, Jr., doing business as Red Adams Bus Line of Miami, Florida, for a Certificate of Public Convenience and Necessity as a common carrier of passengers over the following routes be and the same is hereby **GRANTED**; Provided that L. L. Adams, Jr., doing business as Red Adams Bus Line, does not pick up and discharge passengers within the city limits of Miami or Coral Gables—that is to say, the said company shall not pick up passengers within said city limits of Miami and discharge said passengers within said city limits nor shall it pick up passengers within the city limits of Coral Gables and discharge said passengers within said city limits.

Starting from 55 N. E. 1st Street in Miami and operating West on First Street to North River Drive to 5th Street Bridge to 7th Street by way of South River Drive; West on 7th Street to LeJeune Road and Red Road; then north on LeJeune Road to 20th Street; then West on 20th Street to aforesaid Base; also to operate from the 36th Street side of the Airport and the Government Hangar on the West side of the Pan American Hangar; East on 36th Street to N. E. 2d Avenue; then South on N. E. 2d Avenue to N. E. 1st Street and West on N. E. 1st Street to 55 N. E. 1st Street, which is the Miami Bus Terminal; also to operate from aforesaid Army Air Base and Airport to the City of Coral Gables by way of LeJeune and Red Roads.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Miami, Florida, this 9th day of April, 1943.

ORDER NO. 1614

DOCKETS NO. 401 AND 1049

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JOINT APPLICATION OF TRIANGLE EXPRESS COMPANY OF MIAMI BEACH, FLA., AND W. H. ENGEL, DOING BUSINESS AS EASTERN MOVING & STORAGE COMPANY OF 1023 S. W. 25TH AVENUE, MIAMI, FLORIDA, FOR APPROVAL OF TRANS-

FER OF PERMIT NO. 307 FROM TRIANGLE EXPRESS COMPANY TO W. H. ENGEL, DOING BUSINESS AS EASTERN MOVING & STORAGE COMPANY.

1. Pursuant to Notice No. 825 dated March 26, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Dade County Court House, Miami, Florida, on Friday, April 9th, 1943.

Andrew T. Healy, Attorney, Postal Building, Miami, Florida, represented the applicants.

Leo P. Kitchen, Attorney, Jacksonville, Florida, appeared for protestants, John E. Withers Transfer & Storage Company, Miami; American Van & Storage Company; Union Transfer & Storage Company; Service Transfer & Storage Company; Flash Bonded Storage Company; Southern Transfer & Storage Company, Inc., Delcher Brothers Storage Company, Inc., and Suddath Moving & Storage Company, Inc., Jacksonville, Florida.

2. Permit No. 307 was issued to Triangle Express Company on September 14, 1936. This Permit authorized the transportation of household goods, office and store fixtures in accordance with the provisions of Rule No. 59, which has since been renumbered No. 7, between Miami Beach, Florida, and points and places within the State of Florida. Triangle Express Company at the time this Permit was issued was a corporation under the laws of the State of Florida with Elmer Rose of Miami Beach as its President and Frank Chassner of Miami Beach as its Secretary and Treasurer. This corporation which was organized on or about May 22, 1936 took over the transfer business previously conducted under the same name by Elmer Rose. Since the issuance of this Permit this Commission has reclassified "For Hire" carriers for the transportation of household goods as Limited Common Carriers in order that it might better regulate this kind of transportation and provide a tariff of rates and charges for their observance.

3. W. H. Engel, doing business as Eastern Moving & Storage Company of 1023 S. W. 25th Avenue, Miami, Florida, to whom it is proposed to transfer Permit No. 307, and who signed the joint application for approval of this transfer, is at present engaged in household good storage business in Miami and owns a warehouse located in Miami, Florida. Since about October 1, 1942, he has been operating in Miami and has also been engaged in the local transfer business there. The testimony shows that he is a capable operator.

4. The joint petition for approval of the sale and transfer of Permit No. 307 was signed on behalf of Triangle Express Company by Milton Weissberger. He testified that he is now doing business under the trade

name of Triangle Express and that his place of business is located at 537 Michigan Avenue, Miami Beach, Florida. He also testified that Triangle Express is a corporation originally organized by Elmer Rose and that later he acquired an interest in this business and has continued to conduct it under the name of Triangle Express.

5. Testimony was offered on behalf of John E. Withers Transfer & Storage Company of Miami, Florida, one of the largest operators in the Miami area, by Flash Bonded Storage Company, Inc., of Miami, Florida, and also by A. J. Lerette of Miami, Florida, all of whom are certificated carriers under this Commission authorized to engage in the transportation of household goods, that the Miami area was adequately supplied with household goods carriers and that there was no need in that community for additional transportation companies of this nature.

6. It was also contended by the protestants that the petitioner, Milton Weissberger, had no interest in Permit No. 307 and that he had never obtained a Permit nor any authority from this Commission to operate as a household goods mover; that if this transfer was approved it was the purpose of the purchaser to remove the business from Miami Beach to Miami and that no public convenience and necessity had been shown to warrant another certificate holder being authorized to do business in Miami.

7. Since the hearing this Commission has investigated the present status of Triangle Express Company, the original holder of Permit No. 307, and finds the following:

- (a) In a proceeding in chancery in the Circuit Court of the Eleventh Judicial Circuit in and for Dade County, Florida, No. 46512-A, in which Elmer Rose was plaintiff and Frank Chassner and Triangle Express Company, a Florida corporation, were defendants, one G. B. Findley was appointed as Receiver of the Triangle Express Company and authorized to sell the assets of the Corporation known as Triangle Express Company under Order dated January 5, 1937, signed by Honorable H. T. Atkinson as Circuit Judge.
- (b) That the Receiver advertised for bids for the sale of the business and assets of said company and that the only bid was made by Elmer Rose, the plaintiff.
- (c) That the receiver made a report to the Court that he had accepted the bid of Elmer Rose in the sum of \$900.00 and asked approval of the Court of such bid and the confirmation of a Receiver's sale of the assets of said company to the said Elmer Rose.

- (d) That by Order dated January 20, 1937 signed by the Judge of the Circuit Court of the Eleventh Judicial Circuit the report of the Receiver of the sale to Elmer Rose of the assets of said company was confirmed.
- (e) That on June 14, 1940 Elmer Rose signed a bill of sale to Milton Weissberger by which he sold him an undivided one-half interest in and to the business of the said Elmer Rose, which he was then operating under the trade name of Triangle Express Company. The bill of sale showed that it was the intention of Elmer Rose to convey to Milton Weissberger an undivided one-half interest in and to the entire transfer, warehouse and storage business of the said Elmer Rose including all assets of said business wherever the same may be situated.
- (f) That from the records in the office of Secretary of State it appears that on August 12, 1940 Triangle Express Company, a corporation, was dissolved for failure to pay the corporation capital stock tax. (Section 610.16, 610.17, 610.18 Florida Statutes 1941). It appears from Chapter 20,660, Acts of 1941, which is now 610.30 Florida Statutes 1941, that this corporation might have had its corporate entity restored if it had met the requirements of this Chapter prior to July 2, 1942. It does not appear that this has been done.

8. It now appears that the corporation known as Triangle Express Company has been dissolved, has no corporate rights and is not authorized to transact any business as a corporation. This has been the case since August 12, 1940, the date of its official dissolution. It does not appear that Milton Weissberger is either a stockholder, director or officer of the Triangle Express Company which might authorize him to proceed under the above mentioned sections of the statute. If he owns any interest in Permit No. 307 it is by virtue of the Bill of Sale from Elmer Rose which purported to transfer only an undivided one-half interest therein. It does not appear from the record what disposition has ever been made of the other undivided one-half interest in said Permit. When Elmer Rose severed his connection with the company, and certainly when the corporation was dissolved by proclamation of the Governor on August 12, 1940, Milton Weissberger should have brought these facts to the attention of the Commission and had his rights in this Permit confirmed by this Commission. There is not sufficient evidence in this proceeding to warrant the Commission in confirming the entire interest in and to Permit No. 307, which is now classified as a Limited Common Carrier Certificate, in Milton Weissberger, the proposed transferee of this Certificate. The Commission, therefore, is of

opinion that the petition for approval of transfer of Permit No. 307 should be denied.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint petition for approval of transfer of Permit No. 307 from Triangle Express Company of Miami Beach, Florida, to W. H. Engle doing business as Eastern Moving & Storage Company of Miami, Florida, be and the same is, hereby, **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 14th day of June, 1943.

ORDER NO. 1615 AMENDING ORDER NO. 1543

DOCKETS NOS. 100-143 AND 100-135

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JOINT APPLICATION OF UNION BUS COMPANY AND SOUTHEASTERN GREYHOUND LINES FOR APPROVAL OF TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 26 BY UNION BUS COMPANY, TRANSFEROR, TO SOUTHEASTERN GREYHOUND LINES, TRANSFEREE.

1. By Order No. 1543 dated May 12, 1942, this Commission approved the transfer of Certificate of Public Convenience and Necessity No. 26 by Union Bus Company to Southeastern Greyhound Lines.

2. Union Bus Company has now filed with this Commission its petition setting out the fact that it was merged with Southeastern Greyhound Lines at 12 o'clock midnight of December 31, 1941 and that all of its operations were taken over at that time by Southeastern Greyhound Lines. That between the dates of January 1st and May 12, 1942, the date that this Commission approved such transfer, Union Bus Company had no operation in its own name but had lost its identity as an operating company. It further represented that the Annual Report filed by Southeastern Greyhound Lines with this Commission for the year 1942 includes and contains all revenues received from and expenses occasioned by the operation of that portion of the system formerly operated by Union Bus Company. It, therefore, requests in said petition that Order No. 1543 be amended and made effective as of 12 o'clock midnight, December 31, 1941.

3. The Commission has carefully considered this petition and is of the opinion that it is in the interest of the public to amend Order No. 1543 as requested.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1543, dated May 12, 1942, be, and the same is, hereby, amended by adding the following clause:

"IT IS FURTHER ORDERED THAT THIS ORDER SHALL BE AND BECOME EFFECTIVE AS OF 12 O'CLOCK MIDNIGHT, DECEMBER 31, 1941."

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 30th day of April, 1943.

ORDER NO. 1616

DOCKET NO. 737

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA IN RE: APPLICATION OF FLAMINGO TRUCK LINES, INC., JACKSONVILLE, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT FREIGHT BETWEEN TALLAHASSEE AND PANAMA CITY OVER FLORIDA HIGHWAYS 500 AND 20, AND OVER FLORIDA HIGHWAY NO. 98 TO AND FROM TYNDALL FIELD, WITH CLOSED DOORS BETWEEN TALLAHASSEE AND YOUNGSTOWN, FLORIDA.

1. Pursuant to Notice No. 824, dated March 10, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Thursday and Friday, March 25th and 26th, 1943.

O. C. Beakes, Barnett National Bank Building, Jacksonville, Florida, appeared for the applicant.

R. W. Ashmore, Jr., Lewis State Bank Building, Tallahassee, Florida, Attorney, and H. H. Simms, Vice President, St. Andrews Bay Transportation Company, 127 N. Foster Street, Dothan, Alabama, appeared for St. Andrews Bay Transportation Company and Atlanta & St. Andrews Bay Railway Company and Seaboard Air Line Railway.

2. The applicant asked that its application be amended by striking out the words "and over Florida Highway No. 98 to and from Tyndall Field" and substitute therefor the words "and within five miles of Panama City, Florida." The applicant also asked that this application be amended to show that the same is for authority to operate "for the duration of the war and six months thereafter."

3. Flamingo Truck Lines, Inc., a certificated common carrier by motor vehicle operating between Jacksonville and Tallahassee and between Tampa and Tallahassee, and formerly operating between Tampa

and Marianna, Florida, and interchanged freight there with the Bay Line which transported the freight into Panama City. The Mileage over that route was seventy-one miles from Tallahassee to Marianna and about sixty-one miles from Marianna to Panama City. The applicant now desires to operate directly into Panama City over Florida Highway 500 and Highway No. 20 and thence over Highway No. 98, which would shorten the mileage approximately thirty-three miles. At Panama City the applicant proposed to interchange with the St. Andrews Bay Line freight for points between Panama City and Pensacola which will offer many advantages for these points.

The applicant has established a large warehouse in Panama City in which it is able to store any freight destined on or beyond its line, and also it has a warehouse and terminal facilities in Tallahassee for through freight destined for Panama City.

The applicant's schedule between Jacksonville and Tallahassee calls for arrival in Tallahassee at around 4 o'clock A.M. This truck would ordinarily remain idle in Tallahassee until the succeeding night before it could be loaded for return to Jacksonville. By operating directly to Panama City over the proposed route the applicant could load that truck in such a manner that freight could be handled from Tallahassee in addition to freight originating in Jacksonville, and by leaving Tallahassee at 7:00 A.M. Eastern Standard Time it would arrive in Panama City at 9:05 A.M. Central Standard Time. The freight then in Panama City destined for Tallahassee or Jacksonville could be loaded into this truck and would leave Panama City at 3:00 o'clock P.M. Central Standard Time and arrive in Tallahassee at 7:15 P.M., Eastern Standard Time and then take on freight at Tallahassee destined for points East and continue into Jacksonville over its regular schedule. This operation would result in a more efficient and greater utilization of the equipment of the applicant.

In addition to this operation from Jacksonville to Tallahassee and Panama City the applicant also operates between Tampa and Tallahassee and the freight coming in from Tampa destined to Panama City and points beyond would be consolidated at Tallahassee and also move on this truck.

4. The applicant presented a number of witnesses representing various industries and businesses in Panama City who testified as to the good service that the applicant had been rendering to them, approved the application and further testified that the needs of Panama City would be met by the proposed operation.

5. The Commission has carefully considered the record in this case and is of opinion that the application should be granted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Flamingo Truck Lines, Inc., of 2d and Pearl Streets, Jacksonville, Florida, for an extension of its Certificate of Public Convenience and Necessity No. 228 to authorize the transportation by motor vehicle of freight between Tallahassee and Panama City over Florida Highways Nos. 500 and 20, and within five miles of Panama City, Florida, with closed doors between Tallahassee and Youngstown, Florida, for the duration of the war and six months thereafter be, and the same is, hereby, APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 30th day of April, 1943.

ORDER NO. 1617

DOCKET NO. 1045

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF JAMES ELLIS GRISSETTE DOING BUSINESS AS A. B. C. TRANSFER & STORAGE, 2901 FOURTH STREET N., ST. PETERSBURG, FLORIDA, FOR A LIMITED COMMON CARRIER CERTIFICATE AUTHORIZING THE TRANSPORTATION OF UNCRATED HOUSEHOLD GOODS, UNCRATED OFFICE OR STORE FURNITURE AND FIXTURES AND MERCHANDISE COMPRISING THE STOCK OF GOODS OF THE STORE THE FURNITURE AND FIXTURES OF WHICH ARE TO BE MOVED.

1. Pursuant to Notice No. 826 dated March 26th, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at the Thomas Jefferson Hotel, Tampa, Florida, on Monday, April 12, 1943.

James Ellis Grissette appeared for the applicant.

Nathan Schevitz, 712 Professional Building, Jacksonville, Florida, appeared for protestant, Southern Transfer & Storage Company of St. Petersburg, Florida.

Timothy Goodall, 230 S. Ward Street, Tampa, Florida, appeared for protestant, Bee Line.

T. B. Smith, Jackson Street, Tampa, Florida, represented Central Truck Lines, Inc.

A. Pickens Coles, Tampa Theatre Building, Tampa, Florida, appeared for Tamiami Trail Tours, Inc.

2. The applicant testified that he and his wife were operating and doing business as A. B. C. Transfer & Storage and had operated this business since the 19th of November, 1942. He filed no financial statement with his application. He testified that he owned one truck, a 1932 Ford with a capacity of one ton. He further testified that he had had a number of calls to move household goods between Tampa and St. Petersburg on account of the housing conditions in Tampa. He desires a Certificate to permit him to engage in this operation. The applicant presented no witnesses to testify in behalf of his operation.

3. The protestants contended that there are ample facilities to take care of the movement of household goods throughout the State from the St. Petersburg area; that the business at this time is not great enough to occupy the present facilities and that the various operators are now selling the business both personally and by advertising and that there is no need for any other additional operations of this nature in this territory.

4. The Commission has carefully considered the record in this case and is of the opinion that public convenience and necessity requires the denial of this application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of James Ellis Grissette, doing business as A. B. C. Transfer & Storage of St. Petersburg, Florida, for a limited common carrier Certificate of Public Convenience and Necessity authorizing him to transport household goods, furniture and fixtures from St. Petersburg, Florida, to various points in the State of Florida be, and the same is, hereby, DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 30th day of April, 1943.

ORDER NO. 1618 AMENDING ORDER NO. 1597

DOCKET NOS. 975 AND 861

**BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
IN RE: AUTHORITY OF MOTOR FUELS TRANSPORT, INC., AND
PETROLEUM CARRIER CORPORATION TO TRANSPORT PACK-
AGE PETROLEUM PRODUCTS AS COMMON CARRIERS.**

1. This matter came on for hearing before the Railroad Commission of the State of Florida at the Thomas Jefferson Hotel, Tampa, Florida, on petition of Petroleum Carrier Corporation for clarification, modifica-

tion or reconsideration of Order No. 1597, dated December 30, 1942 so as to continue the right in petitioner to continue to transport petroleum package goods as a Contract Carrier for the account of Gulf Oil Corporation.

2. It appears that Order No. 1597 dated December 30, 1942 Motor Fuels Transport, Inc., and Petroleum Carrier Corporation were restricted as common carriers to the transportation by motor vehicle of petroleum products in tank trucks only and were not permitted to transport package petroleum products. Petroleum Carrier Corporation now contends that it was transporting package petroleum goods under contract for Gulf Oil Corporation and that its right to transport such package goods should not have been terminated by Order No. 1597, and that by reason of the construction of such Order as terminating this contract a valuable property right of the applicant had been destroyed and grave injustice done to it.

3. The Commission has considered this petition and the argument made by Counsel for the applicant and is of opinion that Order No. 1597 should be modified so as to permit Petroleum Carrier Corporation to continue to transport petroleum package goods under contract for Gulf Oil Corporation until further order of the Commission.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Petroleum Carrier Corporation be, and it is, hereby, authorized to continue to transport Petroleum Package Goods as a Contract Carrier for the account of Gulf Oil Corporation until further order of the Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at Tampa, Florida, this 12th day of April, 1943.

ORDER NO. 1619

DOCKET NO. 1047

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF CENTRAL OIL COMPANY, INC., OF TAMPA, FLORIDA, FOR A LIMITED COMMON CARRIER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT BUNKER "C" OIL IN BULK BY TANK TRUCKS BETWEEN TAMPA, FLORIDA, AND ALL POINTS AND PLACES WITHIN THE STATE OF FLORIDA.

1. Pursuant to Notice No. 826, dated March 26, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Thomas Jefferson Hotel, Tampa, Florida, on Monday, April 12, 1943 at 10:00 A.M.

A. Pickens Coles, 307 Tampa Theatre Building, Tampa, Florida, represented the applicant.

Martin Sack, Jacksonville, Florida, represented the protestant, Petroleum Carrier Corporation.

Louis H. Hill, Jr., of Tampa, Florida, represented Motor Fuels Transport, Inc., protestant.

2. Central Oil Company, Inc., the applicant, is a corporation and has been engaged in business since 1937. Prior to the time it filed this application it was engaged in the business of buying and selling fuel oil from No. 2 to No. 6 inclusive. This company has never handled any gasoline or kerosene. The applicant is seeking a Limited Common Carrier Certificate of Public Convenience and Necessity to transport these heavier oils from No. 2 to and including No. 6. They desire to engage in this transportation for the duration of the war and six months thereafter. This company owns fourteen Tractor Semi-Trailer Units with a capacity of from 3300 to 4200 gallons each. They also have a number of single units from 483 to 1050 gallons capacity each which they use for local delivery of oils. Including the oils bought and sold by the company, and oil transported for others under a temporary Permit granted by this Commission, this company transports around Two Million gallons a month. It has served the phosphate mining areas around Nichols, Brewster, Phosmico, Saddle Creek, Bartow and also the City of Lakeland. They are now operating under a Temporary Permit authorized by this Commission on January 5, 1943 to meet an emergency situation and until the present application could be heard.

3. What is known as Bunker "C" oil embraces several grades. In the refining process gasoline, which is a water white fuel before it is leaded and colored, is the first commodity that comes off the run; kerosene, which is also a water white fuel, is the second commodity; No. 2 oil is an amber colored oil and the color of the various grades, including Nos. 3, 4 and 5, gets darker and darker until grade No. 6 is reached which is a black heavy oil. It sometimes happens that in the refining process the specific gravity of the oil is changed and the refineries do not produce enough of the heavy oils so that they have to mix the heavier oils with the lighter oils in order to produce a sufficient quantity of the heavier oil and, at the same time, reduce the price of the oil as the price varies in accordance with the degree of the specific gravity. The Municipal Plants, especially burn Bunker "C" or the heavier oil but if they are unable to get a sufficient quantity of this heavier oil they will purchase a mixture of the lighter oil and heavier oil so as to secure as much as they can of a heavier grade at a lower price.

4. Under Order No. 7, effective December 12, 1942, of the Office of

Defense Transportation, the use of railroad tank cars in the transportation of bulk oil was restricted within a limit of 200 miles over the shortest available route unless specific permission was secured. It was the contention of the oil companies appearing at this hearing that after the Office of Defense Transportation increased the mileage to 200 miles it was impossible for the present truck common carriers or any other oil company to supply the government and the public requirements. The sinking of a number of tankers along the Atlantic Coast has practically prohibited the transportation of gasoline to Jacksonville or to Miami or any other East Coast ports by tanker and all of it has to be brought to Tampa and transported out of there for distances under 200 miles by tank truck. It is for this reason that it was the opinion of the oil companies that the Railroad Commission should at least during the present emergency give the oil companies and the public all of the assistance possible in the way of common carrier truck transportation.

5. This Commission has carefully considered the record in the case. It finds the applicant financially able to secure the equipment and to operate under such Certificate as may be granted, and the applicant has agreed to abide by all of the rules, regulations and rates of the Commission. The Commission, therefore, is of opinion that public convenience and necessity require the granting of this application in order to expedite the handling of the heavier oils from No. 3 to No. 6 inclusive, and to accommodate the public in their requirements for such oil.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Central Oil Company, Inc., of Tampa, Florida, for a Limited Common Carrier Certificate of Public Convenience and Necessity to transport by motor vehicle in tank trucks only the lower grades of oil known as No. 3 to No. 6 inclusive, including a mixture of the higher grade oils (Nos. 1 and 2), and the lower grade oils (Nos. 3 to 6 inclusive) where same is necessary to meet emergencies, under the tariff rates now prescribed for the transportation of Bunker "C" oils for the duration of the war and six months thereafter between Tampa, Florida, and all points and places within the State of Florida be, and the same is, hereby, **GRANTED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Tampa, Florida, April 12, 1943.

ORDER NO. 1620**DOCKETS NOS. 206 AND 915****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

IN RE: JOINT APPLICATION OF JAMES FRANK GATLIN, JR., AS SOLE HEIR OF JAMES FRANK GATLIN AND AS ADMINISTRATOR OF THE ESTATE OF SAID JAMES FRANK GATLIN, DECEASED, AND WOOD-HOPKINS CONTRACTING COMPANY, INC., BOTH OF JACKSONVILLE, FLORIDA, FOR APPROVAL OF TRANSFER OF PERMIT NO. 141 FROM THE SAID JAMES FRANK GATLIN, JR., AS ADMINISTRATOR OF THE ESTATE OF JAMES FRANK GATLIN, DECEASED, TO WOOD-HOPKINS CONTRACTING COMPANY, INC.

1. By Order No. 141, dated February 21, 1933, Permit No. 141 was issued by this Commission to James Frank Gatlin to operate as a "For Hire" carrier in freight service. This operation was carried on until the death of the said James Frank Gatlin which occurred on March 31, 1943. James Frank Gatlin, Jr., the sole heir at law of the said James Frank Gatlin was on April 8, 1943 appointed as Administrator of the estate of his father, James Frank Gatlin, deceased. By reason of the fact that the said James Frank Gatlin, Jr., has been called into the Military Service of the United States he has entered into a contract with Wood-Hopkins Contracting Company, Inc., to sell the rights, interest and privileges of James Frank Gatlin, deceased, during his lifetime had held, used and enjoyed under and by virtue of this "For Hire" Permit No. 141. This contract has been approved by the proper Court and a certified copy of Order approving the sale has been filed with the petition.

2. Wood-Hopkins Contracting Company, Inc., the purchaser of this Permit, is a certificated carrier under the jurisdiction of the Railroad Commission with its place of business at 518 Phelp Street, Jacksonville, Florida. It has agreed to assume the contract and obligations of the decedent, James Frank Gatlin, and to carry out and fulfill his contracts for providing materials and performing labor in connection with transportation of certain materials used in war defense work.

3. The Commission has carefully considered the joint petition together with the exhibits attached thereto and is of opinion that the application is in due and legal form and the approval of the sale and transfer of this Permit is in the public interest.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of James Frank Gatlin, Jr., in his own right and as administrator of the estate of James Frank Gatlin, deceased, and Wood-Hopkins Con-

tracting Company, Inc., for approval of the transfer of Permit No. 141 by said James Frank Gatlin, Jr., to Wood-Hopkins Contracting Company, Inc., be and the same is, hereby, APPROVED.

It is further ORDERED that Permit No. 141 be incorporated and merged with the present Certificate of Public Convenience and Necessity now held and owned by Wood-Hopkins Contracting Company, Inc.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 7th day of May, 1943.

ORDER NO. 1621

DOCKETS NOS. 326 AND 100-138

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JOINT APPLICATION OF GEORGIA STAGES, INC., AND ST. ANDREWS BAY TRANSPORTATION COMPANY FOR APPROVAL OF SALE AND TRANSFER OF THAT PORTION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 138 OF ST. ANDREWS BAY TRANSPORTATION COMPANY RELATING TO TRANSPORTATION OF PASSENGERS, BAGGAGE, LIGHT EXPRESS AND NEWSPAPERS FOR COMPENSATION BY MOTOR VEHICLE FROM ST. ANDREWS BAY TRANSPORTATION COMPANY TO GEORGIA STAGES, INC.

1. Pursuant to Notice No. 928 dated April 9, 1943 this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, April 28, 1943.

R. W. Ashmore, Jr., Tallahassee, Florida; B. D. Murphy, Citizens & Southern Bank Building, Atlanta, Georgia; H. H. Simms, Vice-President, St. Andrews Bay Transportation Company, Dothan, Alabama; John E. Branch, Citizens & Southern Bank Building, Atlanta, Georgia, for Georgia Stages, Inc., FOR APPLICANTS.

Robert B. Tylander of Ausley, Collins & Ausley, Tallahassee, Florida, for Alaga Coach Lines, PROTESTANT.

2. St. Andrews Bay Transportation Company, a corporation, holds and owns Certificate of Public Convenience and Necessity No. 138 under which Certificate it operates INTRASTATE in Florida transporting persons and property for compensation by motor vehicle. By Order No. 1523, dated March 25, 1942, this Commission approved the sale and transfer of all rights of St. Andrews Bay Transportation Company for transporta-

tion of passengers, baggage, light express and newspapers by motor bus to Alaga Coach Lines, Incorporated. This order was made to become effective with the transfer of interstate rights between said companies under approval of the Interstate Commerce Commission. The Interstate Commerce Commission for reasons set out in its Order No. MC-F-1751 denied the application for transfer. This Commission by its Order No. 1548, dated July 7, 1942, dismissed the joint application for transfer of passenger rights between St. Andrews Bay Transportation Company and Alaga Coach Lines, Incorporated, but reserved to St. Andrews Bay Transportation Company certain other rights granted to it by Order No. 1523.

3. St. Andrews Bay Transportation Company has now agreed to sell and transfer all of its passenger rights under said Certificate No. 138 to Georgia Stages, Inc., and petitions this Commission for approval of such sale and transfer.

The terms of the sale are 132,000.00 cash payment which includes the purchase of all INTRASTATE passenger rights of St. Andrews Bay Transportation Company together with certain equipment set out in the agreement between the parties dated January 19, 1943 and on file with this Commission. The Board of Directors of St. Andrews Bay Transportation Company has approved this sale.

4. Georgia Stages, Inc., has agreed to purchase all of the passenger rights of St. Andrews Bay Transportation Company and to pay cash therefor as herein above mentioned upon the approval of such transfer by this Commission, the Interstate Commerce Commission, the Georgia Commission and the Alabama Commission. The Board of Directors of Georgia Stages, Inc., adopted a proper resolution authorizing the purchase of said bus operations and the signing of the agreement on file with this Commission. The purchaser, Georgia Stages, Inc., agrees to assume and pay all liabilities outstanding against St. Andrews Bay Transportation Company imposed by the law and the rules of this Commission.

5. Alaga Coach Lines, Inc., through its attorneys, filed its protest to the approval of this application on the ground that public convenience and necessity does not require such approval and that it would set up a monopolistic control of the passenger transportation facilities in that section of the State by these two companies.

6. The Commission has carefully considered this matter and is of opinion that the sale and transfer of intrastate passenger rights of the St. Andrews Bay Transportation Company to Georgia Stages, Inc., is in the public interest.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that it approves the transfer and sale from St. Andrews Bay Transportation Company to Georgia Stages, Inc., of all INTRASTATE rights that the St. Andrews

Bay Transportation Company now holds and owns under Certificate of Public Convenience and Necessity No. 138 for the transportation of passengers, baggage, light express and newspapers for compensation by motor vehicle under the following orders:

FRRC ORDER 165, FILE NO. 5.

(Certificates Nos. 5 and 6 and Order No. 121 from A. W. Lee d/b/a Lee's Coach Line to St. Andrews Bay Transportation Company.)

Between Panama City, Florida, and Alabama-Florida State Line enroute Dothan, Alabama (including intermediate points). From Panama City, Florida, over Florida State Highway No. 20 to its junction with Florida Highway No. 6, thence over Florida Highway No. 6 to Alabama-Florida State Line; also over Florida State Highway No. 1 from Cottondale, Florida, to Marianna, Florida; also over Florida State Highway No. 6 from Marianna, Florida, to its junction with Florida State Highway No. 20; and return over same route.

FRRC ORDER 668, DOCKET 100-138.

Between Panama City, Florida and Pensacola, Florida, (including intermediate points).

From Panama City to Navarre, Florida, over Florida State Highway No. 10; thence over Florida State Highway No. 53 to Pensacola, and also over Road No. 115 from its intersection with Road No. 10, (at Wye, about 17 miles West of Panama City), to Camp Walton, Florida; and return over same route.

FRRC ORDER 1260.

Between Panama City, Florida, and Wewahitchka, Florida (including intermediate points).

From Panama City, Florida, to Wewahitchka, Florida, over Florida State Highway Nos. 10 and 52; and return over same route.

FRRC ORDER 1393, Docket 100-138.

Between junction Florida State Highways Nos. 115 and 142 near Point Washington and junction Florida State Highways Nos. 152 and 10 near Freeport, Florida, (including intermediate points) over State Highway No. 152. From junction Highways Nos. 115 and 152 over Florida State Highway No. 152 to its junction with Florida Highway No. 10, and return over same route.

FRRC ORDER 1516, Docket 100-138.

Between Graceville, Florida, and Ebro, Florida, including intermediate points.

From Graceville via Noma over Florida Highway No. 165 to junction of Florida Highway No. 39; thence over Florida Highway No. 39 to Esto, Florida, and Florida-Alabama State Line; and thence returning via Florida Highway No. 39 through Bonifay and Vernon to Ebro, Florida; and return over same route. FRRC ORDER 1523 as amended by FRRC ORDER 1548.

Between Alabama-Florida State Line and Graceville, Florida, over Florida State Highway No. 52, and between Graceville and Campbellton, Florida, over Florida State Highway No. 123.

It is further ORDERED that the transfer of said intrastate passenger rights from St. Andrews Bay Transportation Company to Georgia Stages, Inc., as herein set forth shall become effective simultaneously with the approval of the transfer of the interstate rights of said St. Andrews Bay Transportation Company by the Interstate Commerce Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 13th day of May, 1943.

ORDER NO. 1622

DOCKET NO. 1061

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
IN RE: APPLICATION OF J. H. PORTER, DOING BUSINESS AS
CITY TRANSFER & STORAGE OF SEBRING, FLORIDA, FOR A
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS
A LIMITED COMMON CARRIER TRANSPORTING USED UN-
CRATED HOUSEHOLD GOODS AND STORE FIXTURES.

1. Pursuant to Notice No. 928 dated April 9, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on April 29, 1943.

Howard Livingston of Sebring, Florida, appeared for applicant. No one appeared in opposition.

2. James H. Porter, the applicant, lives in Sebring, Florida, and has for the past four years been engaged in the transfer and storage business. He has also been operating as a furniture hauler under a lease

agreement with Suddath Moving & Storage Company of Tampa, Florida.

3. It appears from the testimony that Sebring has grown and increased in population in the last year due to the construction of Hendricks Field Air Base and Avon Park Bombing Range, and that there now exists a necessity for operation of this kind as there are no other operators in this vicinity. The applicant filed his Financial Statement which indicates that he is financially able to conduct this operation if a Certificate is granted, and also filed in evidence a certified copy of the Resolution of the City Council of the city of Sebring approving the granting of this Certificate. He also filed a letter under seal signed by the Chairman of the Board of County Commissioners of Highlands County recommending that this Certificate be issued.

4. The Commission having heard all of the evidence and being of opinion that public convenience and necessity require the granting of this application has approved the same.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of J. H. Porter, doing business as City Transfer & Storage of Sebring, Florida, for a Limited Common Carrier Certificate of Public Convenience and Necessity authorizing the transportation of uncrated household goods and store fixtures under its rules and regulations be, and the same is, hereby, APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 29th day of April, 1943.

ORDER NO. 1623

DOCKET NO. 1060

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF MILLS AND WILLIAMS OF 3907 N. W. 27TH AVENUE, MIAMI, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A LIMITED COMMON CARRIER TRANSPORTING HEAVY EQUIPMENT BETWEEN MIAMI, FLORIDA, AND ALL POINTS IN THE STATE OF FLORIDA.

1. Pursuant to Notice No. 929, dated April 13, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on April 29, 1943.

Marshall C. Wisheart of Miami, Florida, appeared for applicant. Leo P. Kitchen of Jacksonville, Florida, appeared for protestants: Leonard Brothers, Miami, Fla.; Overseas Transportation Company of Miami; Wood-Hopkins of Jacksonville and Kennealy Transfer of Jacksonville, Florida.

2. H. E. Williams, 155 Sunset Way and H. L. Mills, 41 S. Poinciana Drive, Miami Springs, Florida, are partners doing business as Mills and Williams. The general nature of the business in which this firm is engaged is that of Road Contractor. In the operation of their business this firm has acquired a five ton truck and one thirty-five ton trailer and another twenty ton trailer. These trailers are equipped with twelve tires and are used principally to haul the contractors equipment of this firm. There are a number of other contractors who do not have sufficient equipment to move their contractor's equipment and the applicants have often been called upon by these contractors to move equipment for them. While there is other equipment in the Miami area large enough to move contractor's machinery the equipment of the applicants is more suitable by reason of the fact that it is somewhat smaller and is able to travel over the road to Key West where other heavy equipment is unable to go over the road and bridges on it. It appears from the testimony that these tractors are slow moving when they are heavily loaded and applicant would not desire to go further North from Miami than Daytona Beach nor further West than Tampa, Florida. The rates for moving are fixed at \$10.00 per hour which appears to be the rates usually charged for this kind of operatoin.

3. The Commission has carefully considered the evidence in this case and is of opinion that the application should be granted with certain restrictions.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commissioners of the State of Florida that the application of H. L. Mills and H. E. Williams, doing business under the partnership name of Mills & Williams, 3907 N. W. 27th Avenue, Miami, Florida, for a Certificate of Public Convenience and Necessity as a Limited Common Carrier transporting heavy contractor's equipment between Miami and points North as far as Daytona Beach; points as far South as Key West and West as far as Tampa, Florida, be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 29th day of April, 1943.

ORDER NO. 1624

DOCKET NO. 1074

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF JENNIE LOUQUE, DOING BUSINESS AS PERRY BUS COMPANY, PERRY, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT PASSENGERS AND THEIR BAGGAGE BY MOTOR BUS FROM PERRY, FLORIDA, TO PROPOSED AIR BASE 3.1 MILES SOUTH OF PERRY ON U. S. HIGHWAY 19, STATE ROAD 500; THENCE TO JUNCTION OF U. S. HIGHWAY 19 AND STATE ROAD 299 AND THENCE OVER ROAD 299 TO FOLEY AND RETURN.

1. Pursuant to Notice No. 930 dated May 17, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on Tuesday, June 1st, 1943 at 10 o'clock A.M.

T. J. Swanson of Perry, Florida, appeared for applicant.

A. Pickens Cole of Tampa, Florida, appeared for Tamiami Trail Tours and Albert E. Long, Perry, Florida.

2. Mrs. Jennie Loque, Lionel Loque, her husband, and R. G. Moon, all of Perry, Florida, have entered into a partnership under the name of Perry Bus Company for the purpose of applying to this Commission for a Certificate of Public Convenience and Necessity to operate a shuttle service between Perry and the Air Base and between Foley and the Air Base in order to accommodate the civilian and Military personnel that will soon be located at this proposed Air Base. The original application proposed an operation between Perry and the Air Base 3.1 miles South of Perry on U. S. Highway No. 19. Prior to the hearing an amendment was filed asking that this company be permitted to also serve Foley over State Road 299. At the hearing the Motion to Amend the Application was granted. The application was also amended so that any Certificate awarded would be effective during the war emergency and six months thereafter.

3. Testimony was adduced by the applicant from prominent citizens of the territory including the Senator, Sheriff, Clerk of Circuit Court, Tax Collector, Chairman of the Board of County Commissioners, County Agent and the Captain, who is the Commander of the Air Base at Perry, that it was essential to the well being of the civilian and Military personnel at the Air Base that they have adequate means of transportation and that the granting of this application would be in the public interest and in the interest of the soldiers at this base.

4. Protests were made on behalf of other applicants who filed applications for similar service after the present application was filed and hearings on these applications had been set for June 15th, 1943. Motions were made by protestants to postpone hearing on the present application and also to postpone decision on this application until the other hearings were held. Both of these motions were denied.

5. The Commission has carefully considered all of the testimony in this case and is convinced that the applicant is financially able to conduct the operation; that the fares proposed to be charged are reasonable and that the demand on the part of the citizens and the Army personnel for adequate service could be met by the granting of this application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Mrs. Jennie Loque, Lionel Loque and R. G. Moon, a partnership, doing business as Perry Bus Company, for a Certificate of Public Convenience and Necessity authorizing the transportation of passengers and their baggage from Perry, Florida, to the proposed Air Base 3.1 miles South of Perry on U. S. Highway 19, State Road 500; thence to junction of U. S. Highway 19 and State Road 299, and thence over Road 299 to Foley and return over the same route, effective for the duration of the war and six months thereafter, be and the same is hereby **GRANTED**.

It is further **ORDERED** that the applicant file a Tariff of Rates and Schedules under which the operation will be conducted for approval of the Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 1st day of June, 1943.

ORDER NO. 1625

DOCKET NO. 913

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF FRED W. WELCH AND AL G. WELCH, DOING BUSINESS AS AL WELCH'S TRANSFER OF TALLAHASSEE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 241 TO COVER THE TRANSPORTATION OF FREIGHT BY MOTOR VEHICLE BETWEEN CARRABELLE, FLORIDA, AND APALACHICOLA, FLORIDA.

1. Pursuant to Notice No. 827, dated April 9, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on April 27, 1943.

Fred W. Welch, Tallahassee, Florida, appeared for applicant.

R. Don McLeod, City Attorney, and H. D. Marks, City Clerk, both of Apalachicola, Florida, appeared for the City of Apalachicola.

J. L. Sharit, Superintendent, and J. T. Green, Traffic Manager, Port St. Joe, Florida, appeared for Apalachicola Northern Railroad Company.

2. The applicant became a common carrier of freight by motor vehicle by purchase of the Certificate of Gulf Coast Transportation Company which authorized operations between St. Marks and Tallahassee, Florida. By Order No. 1535, dated May 12, 1942, this purchase and transfer was approved and Certificate No. 241 was issued to applicant. By Order No. 1536, dated May 12, 1942, this Certificate No. 241 was extended to include the transportation of freight over State Highway No. 10 between Tallahassee and Carrabelle, Florida, with the right to return via the Coast Route serving St. Theresa and Panacea. The applicant now seeks a further extension of its Certificate No. 241 to include the transportation of freight between Carrabelle, Florida, and Apalachicola, Florida, over State Road No. 10.

3. The testimony shows that there is no transportation service directly between Carrabelle and Apalachicola, and that the only means of moving freight from Tallahassee into Apalachicola is by rail to Chattahoochee via Seaboard Air Line and thence over the Apalachicola Northern into Apalachicola. It is claimed that this is a very circuitous route and shipments are often delayed. It was further testified that the population of Apalachicola has greatly increased and due to the cessation of boat service on account of the war and the slow service by rail by reason of the fact that facilities into Apalachicola are inadequate and there is a great necessity for some relief from these conditions. The applicant produced many witnesses who testified as to the convenience and necessity of this operation. It also filed schedules showing that they proposed to leave Tallahassee at 10:00 A.M. and arrive in Apalachicola at 3:10 P.M. Leave Apalachicola at 4:00 P.M. and arrive in Tallahassee at 6:30 P.M. serving intermediate points.

4. Witnesses for the Apalachicola Northern Railroad Company protested the granting of this application on the ground that the service rendered by this rail line is satisfactory to the majority of the shippers and receivers and that no additional service is needed.

5. The Commission has carefully considered the evidence in this case and is of opinion that there is a need for additional transportation facilities into Apalachicola and that public convenience and necessity require the granting of this application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Fred W. Welch and Al G. Welch, doing business as Al Welch's Transfer of Tallahassee, Florida, for an extension of its Certificate of Public Convenience and Necessity No. 241 to authorize the common carriage of freight by motor vehicle between Carrabelle, Florida, and Apalachicola, Florida, be and the same is, hereby, **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 3d day of June, 1943.

ORDER NO. 1626

DOCKETS NOS. 428 AND 1042

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JOINT APPLICATION OF H. W. SCRAMLIN OF ST. PETERSBURG, FLORIDA, AND MRS. PEARL ROCKHILL (WIDOW) OF ST. PETERSBURG, FLORIDA, OWNER OF ACE TRANSFER, FOR APPROVAL OF SALE AND TRANSFER OF PERMIT NO. 335 FROM MRS. PEARL ROCKHILL TO H. W. SCRAMLIN.

1. Pursuant to Notice No. 822, dated January 19, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, February 3, 1943.

H. W. Scramlin and Willard O. Hopkins, both of St. Petersburg, Florida, appeared for applicants.

2. It appears from the evidence in this case and the records of the Commission that H. W. Scramlin in February, 1942 purchased from Mrs. Pearl Rockhill all of her right, title and interest in and to Permit No. 335 which authorized the transportation of household goods. The company operating under said Permit was known as Ace Transfer. Mr. Scramlin seems to have been operating under that trade name since that time. The applicant, Mr. Scramlin, continued to operate under the name of Ace Transfer under the mistaken impression that it was not necessary to have the sale and transfer of such Permit approved by this Commission. When informed otherwise he and Mrs. Rockhill filed the

present joint application for approval of sale and transfer of said Permit. It appears from the records of the Commission that the original Permit authorizing Ace Transfer to operate as a household goods carrier was issued to one Thomas Wallace. This Permit was later transferred to D. P. Willis and he continued to operate under the firm name of Ace Transfer. Later, and on August 28, 1941, this Permit was transferred to A. L. Solomon and Pearl Rockhill who continued operating under the name of Ace Transfer.

3. At the hearing of this joint application these facts were brought out and it appeared that A. L. Solomon still had an interest in this Permit but there was no evidence that he had disposed of the same. Later, and on May 19, 1943, a photostatic copy of bill of sale from A. L. Solomon to Pearl Rockhill, widow, was forwarded to this Commission.

4. The Commission has carefully gone into all of these matters and is of opinion that H. W. Scramlin has proven some rights to the business now being carried on by Ace Transfer and is entitled to continue such business. It is further of opinion that all Permits relating to this operation should be cancelled and a Certificate of Public Convenience and Necessity as a Limited Common Carrier should be issued to the said H. W. Scramlin, doing business as Ace Transfer.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Permit No. 335, and any other "For Hire" Permit outstanding in the name of Ace Transfer be, and the same are, hereby, **CANCELLED** and all authority under such Permits is hereby **REVOKED AND CANCELLED**.

It is further **ORDERED** that a Certificate of Public Convenience and Necessity as a Limited Common Carrier be issued to H. W. Scramlin, doing business as Ace Transfer, authorizing him to transport uncrated household goods, office fixtures, store fixtures and the merchandise comprising the stock of goods of the store the furniture and fixtures of which are to be moved, between St. Petersburg, Florida, and all points in the State of Florida when he shall have qualified with this Commission as such Limited Common Carrier.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this June 3d, 1943.

ORDER NO. 1627**DOCKET NO. 848****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

IN RE: APPLICATION OF PANAMA CITY TRANSIT COMPANY, INC., OF PANAMA CITY, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 235 AUTHORIZING THE TRANSPORTATION OF PASSENGERS BY BUS BETWEEN PANAMA CITY AND SUNNYSIDE, FLORIDA.

1. Pursuant to Notice No. 824 dated March 10, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Thursday, the 25th day of March, 1943 at 10:00 A. M.

Leroy Collins of the firm of Collins & Ausley, Tallahassee, Florida, and J. M. Sapp, Attorney, Panama City, Florida, appeared for the applicant.

R. W. Ashmore, Jr., Attorney, Tallahassee, Florida; H. H. Simms, Vice President, 127 N. Foster Street, Dothan, Alabama, appeared for protestant, St. Andrews Bay Transportation Company.

John E. Branch, 825 Citizens & Southern Bank Building, Atlanta, Georgia; H. C. Rowland, Secretary, Tallahassee, Florida, and F. W. Mills, President, Albany, Georgia, appeared for protestant, Georgia Stages, Inc.

2. Panama City Transit Company, Inc., the applicant, is a certificated carrier under this Commission holding Certificate of Public Convenience and Necessity No. 235 authorizing the transportation of passengers by bus between Panama City over U. S. Highway No. 98 and Tyndall Field about twelve miles East of Panama City. Tyndall Field is a Flexible Gunnery School established by the United States Army. This company also holds a franchise from the City of Panama City to engage in intrastate service. It owns and operates fifteen busses and also operates fifteen trailer busses under lease from the United States Maritime Commission. Under this lease it is required to take care of the shifts at Wayne's Shipyard located on the Western Boundary of Panama City over U. S. Highway 98, after which it is authorized to use these busses for any other purpose it desires—operating them within a radius of fifty miles of Panama City. There are now employed in this shipyard between twelve and fifteen thousand people who live wherever they can find accommodations in Panama City and the surrounding communities including the beaches. The applicant now transports a great many of these shipyard workers from the territory East of the shipyard

to and from their work but it is not qualified to go outside of the City of Panama City West of the shipyard along U. S. Highway 98. It is now asking in this application to be allowed to operate as far West as Sunnyside and to transport workers who live in various settlements between Panama City and Sunnyside and who desire to go back and forth to the shipyard, together with such other residents of this community as will use this service. The testimony shows that the territory between Panama City and Sunnyside is thickly populated. These settlements embrace—United States Naval Section Base and community; Brinkley-Hoffman Pineridge Cottages; Panama City Beach consisting of about one hundred cottages, apartments and homes occupied to a great extent by defense workers, and particularly shipyard workers; Long Beach consisting of approximately seventy-five houses along the beach; Old Dutch Tavern; Lark-a-way Villas; Florida Beach cottages; Marivista Beach; Betty Lou Beach; Gulf Cottages; Seabreeze Hotel, now occupied by the Coast Guard; Gulf Resort Beach Cottages; Williams Cottages; Laguna Beach, which is quite a substantial settlement consisting of seventy-five to eighty houses or apartments many of which are occupied by shipyard workers and other persons who work in Panama City and Sunnyside, which is fifteen miles West of the shipyard on U. S. Highway 98, consisting of a settlement of about sixty houses. The applicant proposes to operate six round-trips each twenty-four hours between Sunnyside and the Shipyard. The workers at the shipyard work on three shifts. The morning shift begins at 8:00 o'clock and ends at 4:30 in the afternoon. The second shift goes to work at 4:30 in the afternoon and works until 12:30 A.M. and the third shift goes to work at 12:30 and works until 8:00 A.M. These schedules will be operated so that a worker will be able to get a bus from Sunnyside into the shipyard six times during every twenty-four hours and in the same manner he would be able to get a bus six times back to Sunnyside from the shipyard in each twenty-four hours. The applicant proposes rates based on a charge of $1\frac{1}{2}$ cents per mile.

3. The applicant produced a number of witnesses living in Panama City and on the beaches who testified as to the inadequacy of the present bus service to take care of the communities along the beaches and the workers at the shipyard and the convenience and necessity of the proposed operation.

4. St. Andrews Bay Transportation Company operates two schedules per day over the proposed route of the applicant in through service between Panama City and Pensacola. These schedules are not specifically designed to serve the shipyard. It also testified that it had put on eight other schedules operated by a separate bus specifically assigned for that purpose. It testified that this operation between Sunnyside and the shipyard had not proven remunerative. There seemed to be some conflict in the testimony as to whether these schedules were ever actually

operated, and the officials of the company could not say whether or not these schedules had ever been filed with this Commission.

5. Both the St. Andrews Bay Transportation Company and the Georgia Stages, Inc., whose interest in this proceeding arises from the fact that it is under contract to purchase the operation of St. Andrews Bay Transportation Company, stated during the hearing that they had no objection to the granting of this application if it was limited for the duration of the war and six months thereafter. The contention of both companies seems to be that under the present conditions they do not feel that a shuttle operation of this kind will be profitable and while they would put it on upon order of the Railroad Commission they do not desire to do so. They testified that it was their opinion that there was only temporary need for such service and that after the war there would be no great demand for the service and that either company would be able to meet the requirements by means of their through schedules. The applicant contended that there is now a need for this shuttle service and that there will be a continuous need for such service even after the war emergency ceases to exist. This seemed to be the attitude also of the witnesses produced on behalf of the applicant. It was the further contention of the applicant that its application should be granted without limitation and if after the emergency is over and there is no need for a continuation of the service it would then be time enough for the applicant to apply for abandonment of the service or for the Commission to cancel its authority.

6. The Commission has carefully considered the record and is of the opinion that there is present need for the service contemplated by the applicant. It is further of opinion that the future need of such service should be left to future determination and that the application should be granted without limitation.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Panama City Transit Company, Inc., of Panama City, Florida, for an extension of its Certificate of Public Convenience and Necessity No. 235 to include the transportation of passengers by motor vehicle between Panama City and Sunnyside over State Highway 10—U. S. Highway No. 98, serving all intermediate points be, and the same is, hereby, **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 3rd day of June, 1943.

ORDER NO. 1628

DOCKET NO. 979

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF JAMES ERNEST CANNON, DOING BUSINESS AS COASTAL STAGES OF FLORALA, ALABAMA, FOR AN EXTENSION OF HIS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 216 AUTHORIZING THE TRANSPORTATION BY MOTOR VEHICLE OF PASSENGERS, BAGGAGE, MAIL AND LIGHT EXPRESS BETWEEN THE ALABAMA-FLORIDA STATE LINE AND PANAMA CITY, FLORIDA, USING FLORIDA HIGHWAY 40 TO JUNCTION WITH U. S. HIGHWAY NO. 90; THENCE OVER U. S. HIGHWAY 90 TO DEFUNIACK SPRINGS, FLORIDA; THENCE OVER HIGHWAY 40 TO FREEPORT, FLORIDA; THENCE OVER FLORIDA HIGHWAY 152 TO GRAYTON BEACH, FLORIDA; AND THENCE OVER U. S. HIGHWAY 98 TO PANAMA CITY, FLORIDA.

1. Pursuant to Notice No. 827 dated April 9, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, April 27, 1943 at 2:30 P.M.

T. Franklin West, Attorney of Milton, Florida, appeared for applicant.

R. W. Ashmore, Jr., Attorney, Tallahassee, Florida; D. B. Murphy, Attorney, Citizens & Southern Bank Building, Atlanta, Georgia, and H. H. Simms, Vice President of Dothan, Alabama, appeared for St. Andrews Bay Transportation Company.

John E. Branch, Attorney, Citizens and Southern Bank Building, Atlanta, Georgia, and F. W. Mills, President, Albany, Georgia, appeared for Georgia Stages, Inc.

2. The applicant is now operating under Certificate of Public Convenience and Necessity No. 216 which authorized the transportation of passengers from Florala, Alabama, to Fort Walton, Florida, serving Laurel Hill, Crestview, Niceville, and Valpariso. While Florala is in Alabama it is practically on the line between Florida and Alabama. On December 19, 1942 the applicant under order of the Interstate Commerce Commission in MC No. 6699 was granted temporary authority to operate as a common carrier by motor vehicle in interstate commerce between Florala, Alabama, and Panama City, Florida, over the same route he now seeks to operate in intrastate commerce. This Certificate from the Interstate Commerce Commission was limited in time to December 31,

1944 and restricted to traffic originating at or destined to the Federal Government Shipbuilding plant and Tyndall Field at Panama City. The applicant at once began this operation and was given temporary authority to operate in intrastate commerce over this same route. He is now operating three round trip schedules a day. He proposes to operate the following schedules:

Leave Florala at 5:15 A. M. arriving Panama City at 8:15 A. M.

Leave Florala at 1:30 P. M. arriving Panama City 4:15 P. M.

Leave Florala at 9:00 P. M. arriving Panama City 11:55 P. M.

and RETURNING.

Leave Panama City at 8:00 A. M. arriving Florala 11:00 A. M.

Leave Panama City at 4:30 P. M. arriving Florala 7:10 P. M.

Leave Panama City at 12:30 A. M. arriving Florala 3:15 A. M.

These schedules were arranged to accommodate the three shifts at Wainwright Shipyards. He proposed to charge rates based on 1.8 cents per mile. He has filed financial statement which indicates that he is financially able to carry on the proposed operation if granted.

3. The applicant presented a number of witnesses from Florala, Alabama, and from various communities along the line of the proposed route who testified as to public convenience and necessity for this operation.

4. Protestants, St. Andrews Bay Transportation Company and Georgia Stages, Inc., objected to the granting of this application on the ground that that part of the proposed route from Freeport to Panama City serves the identical territory now served by St. Andrews Bay Transportation Company in its Panama City-Pensacola operation. A witness from St. Andrews Bay Transportation Company presented exhibits showing that the average number of passengers handled over this route is not sufficient to warrant an additional operation. The protestants also objected to the granting of this application as a permanent operation and agreed to withdraw all opposition if the Commission would limit the proposed Certificate for the duration of the war and six months thereafter. It also contended that the Certificate should be limited by placing thereon a restriction with closed doors from Freeport into Panama City.

5. The Commission has carefully considered this application and the testimony of record and is of opinion that there is a need for service to the people of Florida living in the communities along this route such as Paxton, DeFuniak Springs, Rockhill, Freeport, Point Washington, Sunnyside and the beaches, and that since the applicant now operates INTERSTATE Commerce along this route it would be a hard-

ship upon the people of these communities to close the doors of this operation against them. It is further of opinion that the operation should not be limited as to time—that is to say, for the duration of the war, and six months thereafter. After the close of the war, and a return to normal conditions, it will be time enough to consider these matters.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of James Ernest Cannon, doing business as Coastal Stages, Inc., of Florala, Alabama, for an extension of his Certificate of Public Convenience and Necessity No. 216 to authorize the transportation in **INTRASTATE** Commerce of passengers, baggage, mail and light express by motor vehicle between the Alabama-Florida State line and Panama City using Florida Highway No. 40 from the Alabama-Florida State line to its junction with U. S. Highway No. 90; thence over Florida Highway 40 to Freeport; thence over Florida Highway 152 to Grayton Beach, Florida; thence over Highway 98, State Road No. 10, to Panama City, Florida, serving all intermediate points be, and the same is, hereby, **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 3d day of June, 1943.

ORDER NO. 1629

DOCKET NO. 100-13

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF TAMiami TRAIL TOURS, INC., OF TAMPA, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 28 TO TRANSPORT PASSENGERS, BAGGAGE, NEWSPAPERS AND LIGHT EXPRESS BETWEEN BRADENTON AND ANNA MARIA VIA BRADENTON BEACH OVER COUNTY ROADS.

1. Pursuant to Notice No. 930 dated May 17, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, June 1, 1943 at 10:00 A. M.

A. Pickens Coles, 307 Tampa Theatre Building, Tampa, Florida, appeared for applicant.

No one appeared in opposition.

2. The applicant, Tamiami Trail Tours, Inc., is a certificated carrier operating as a common carrier of both persons and property in IN-

TERSTATE and INTRASTATE Commerce. It has twenty-nine busses in its passenger service and thirty-five trucks and sixteen trailers in its freight service. It is financially able to carry on this operation. It seeks through this application to operate a passenger service between Bradenton and Anna Maria serving Bradenton Beach. Bradenton Beach is eleven miles and Anna Maria sixteen miles from Bradenton. No other transportation company operates between these points. It is the purpose of Tamiami Trail Tours, Inc., if this extension is granted to lease this operation to J. H. MITCHELL who has had experience in the transportation of passengers by motor vehicle having worked with the Tamiami Trail Tours, Inc., since 1934. The civilian population of Bradenton is around eight thousand and approximately 2,800 troops are stationed there. About 125 troops are also stationed at Anna Maria and this operation is proposed in order to serve these troops and also to serve other passengers who desire to use the service to the beach. The applicant, or its agent, proposes to charge the following fares:

From Bradenton to Palma Sola Park, a distance of three miles	10 cents
From Bradenton to Cortez - 10 miles	25 "
From Bradenton to Bradenton Beach - 11 miles	25 "
From Bradenton to Anna Maria - 16 miles	35 "

The applicant proposes to operate under the following schedules:

Leave	Leave	Leave
Bradenton	Bradenton Beach	Anna Maria
7:00 A. M.	7:30 A. M.	
8:30 A. M.		9:15 A. M.
11:00 A. M.		11:45 A. M.
1:30 P. M.	2:00 P. M.	
3:30 P. M.	4:00 P. M.	
5:30 P. M.		6:15 P. M.
8:00 P. M.	8:30 P. M.	
10:00 P. M.		10:45 P. M.

ADDITIONAL SUNDAY SCHEDULES

Leave	Leave
Bradenton	Bradenton Beach
12:30 P. M.	1:00 P. M.
2:30 P. M.	3:00 P. M.
4:30 P. M.	5:00 P. M.

The four Schedules serving Anna Maria also serve Bradenton Beach approximately 30 minutes after leaving Bradenton for Anna Maria, and approximately 15 minutes after leaving Anna Maria for Bradenton.

The Commission having considered the record in this case and being of opinion that public convenience and necessity required the granting of the application approved the same at the hearing.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 1st day of June, 1943.

ORDER NO. 1630

DOCKET NO. 1081

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF LOUIS S. PLATT OF MADISON, FLORIDA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING PASSENGERS AND THEIR BAGGAGE BETWEEN THE GEORGIA-FLORIDA STATE LINE OVER STATE ROAD NO. 106 TO MADISON, FLORIDA; THENCE OVER U. S. HIGHWAY NO. 90 TO GREENVILLE, FLORIDA; THENCE OVER STATE ROAD NO. 35 TO PERRY, FLORIDA; AND THENCE TO PROPOSED AIR BASE THREE MILES SOUTH OF PERRY ON ROAD 500.

Pursuant to Notice No. 932, dated June 8, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room in the Supreme Court Building, Tallahassee, Florida, at 10 o'clock A. M. Tuesday, June 22, 1943.

Honorable C. E. Davis, Attorney at Law, Madison, Florida, appeared for Applicant.

Honorable J. T. Swanson, Attorney at Law, Perry, Florida, appeared for the Protestant Perry Bus Company.

Mr. H. C. Roland appeared for Southeastern Greyhound Lines, Protestants.

On May 19, 1943, Louis S. Platt, Madison, Florida, filed an application for a Certificate of Public Convenience and Necessity to operate as a Common Carrier of passengers and their baggage by motor vehicle over the following routes:

Between the Georgia-Florida State line over State Road No. 106 to Madison, Florida; thence over U. S. Highway No. 90 to Greenville, Florida; thence over State Road 35 to Perry, Florida,

and thence to Proposed Air Base three miles South of Perry on Road 500.

On June 1, 1943, the Commission granted the applicant temporary authority to operate over the above route, pending hearing on formal application.

On June 2, 1943, this authority was amended so that the applicant's operations were restricted to closed doors between Greenville, Florida, and Madison, Florida.

At the formal hearing, held on June 22, 1943, the applicant produced a number of witnesses from Madison and vicinity and Greenville and vicinity who testified that public convenience and necessity demanded the operation. The applicant also operates from Valdosta, Georgia, to the Georgia-Florida State Line, in addition to the operations now being conducted in the State of Florida. The combined operations, therefore, permit direct service from Valdosta, Georgia, to Perry, Florida.

Protestant, Perry Bus Company, now holds a Certificate of Public Convenience and Necessity authorizing the company to transport passengers by motor vehicle between Perry, Florida, and the Air Base, located approximately three miles South of Perry on Road No. 500. Protestant produced witnesses who testified that there was no need for additional bus service between Perry and the Air Base. It was further testified that the Protestant had obtained authority from the War Labor Board to purchase an additional bus which would more than meet the requirements of public convenience and necessity between Perry and the Air Base. Protestant now operates one bus to the Air Base and testified that this bus was not being operated to capacity.

Protestant, Southeastern Greyhound Lines, withdrew its objections to the application after the applicant agreed to operate with closed doors between Greenville and Madison, Florida.

The Commission has carefully considered all the evidence in the case and has considered the effect that the granting of the application would have on other transportation facilities within the territory. It is of the opinion that that part of the application for authority to transport passengers between the Georgia-Florida State Line over State Road No. 106 to Madison, Florida; thence over U. S. Highway No. 90 to Greenville, Florida, and thence over State Road No. 35 to Perry, Florida, should be granted with the restriction that applicant operate with closed doors between Madison, Florida, and Greenville, Florida.

The Commission is further of the opinion that the application in all other respects should be denied.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Louis S. Platt for a Certificate of Public Convenience and Necessity as a Common Carrier transporting passengers and their baggage by motor vehicle between the Georgia-Florida State line over State Road No. 106 to Madison, Florida; thence over U. S. Highway No. 90 to Greenville, Florida, and thence over State Road No. 35 to Perry, Florida, be and the same is, hereby, **GRANTED**.

It is further **ORDERED** that the applicant, Louis S. Platt, operate with closed doors between Madison, Florida, and Greenville, Florida.

It is further **ORDERED** that the application in all other respects be and the same is, hereby, **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 22d day of June, 1943.

**COMMISSIONER CARTER CONCURRING IN PART AND
DISSENTING IN PART**

CHAIRMAN CARTER agrees with the findings of the Commission on all of their findings as expressed in the above order and dissents only on the ground that he is of opinion that the Commission should have extended the above franchise to Keatons Beach requiring the applicant to operate at least two round trips a day from Valdosta to Keatons Beach, and to operate from Perry to the Air Base with closed doors as far as transporting passengers from Perry to the Air Base or from the Air Base to Perry—but should be required to deliver passengers on his bus North of Perry or South of Perry to the Air Base, and should also be required to transport passengers from the Air Base to Keatons Beach, thus giving the citizens along the route between Valdosta and Keatons Beach an opportunity to avail themselves of the facilities of Keaton's Beach and also give the personnel at the Base an opportunity to take advantage of the resort facilities at Keatons Beach. The applicant should be required to render this service he being the only operator who could afford to render the service and it would be a means of promoting travel on this route and augment and make his business profitable.

ORDER NO. 1631**DOCKET NOS. 100-22 AND 737**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
IN RE: CONSOLIDATION OF OPERATIONS OF FOGARTY BROTHERS TRANSFER, INC., OF BRADENTON, FLORIDA, AND FLAMINGO TRUCK LINES, INC., OF JACKSONVILLE, FLORIDA, BETWEEN TAMPA, FLORIDA, AND SARASOTA, FLORIDA, FOR THE DURATION OF THE WAR AND SIX MONTHS THEREAFTER.

1. It appearing that a Deputy Director of the Office of Defense Transportation issued his Supplementary Order ODT 3, Revised-18 directing the coordination of motor vehicle service in the transportation of property in less than truckload lots between Tampa and Sarasota, Florida, by Flamingo Truck Lines, Inc., of Jacksonville, Florida, and Fogarty Brothers Transfer, Inc., of Bradenton, Florida, and that these carriers have applied to this Commission for authority to comply with this order, and the Commission for authority to comply with this order, and the Commission having considered the application and being of opinion that the same should be granted;

It is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that:

- (1) Flamingo Truck Lines, Inc., shall discontinue the transportation of shipments in less than truck load lots from Tampa, Florida, or through that gateway, to Sarasota, Florida, and intermediate points on its route and in the reverse direction, and shall divert such shipments to Fogarty Brothers Transfer, Inc.
- (2) Fogarty Brothers Transfer, Inc., shall accept from Flamingo Truck Lines, Inc., all shipments diverted to it pursuant hereto and shall forward such shipments pursuant to the lawfully applicable rates, charges, rules and regulations of the carrier issuing the bill of lading.

It is further **ORDERED** that this order shall continue in effect for the duration of the war and six months thereafter, or until such earlier time as the Office of Defense Transportation by further order may designate and this Commission approves.

It is further **ORDERED** that this order is without prejudice to the coordinating carriers mentioned herein resuming their operations and schedules at the termination of this order.

DONE AND ORDERED by the Railroad Commission of the State

of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of June, 1943.

ORDER NO. 1632

DOCKET NOS. 401 AND 1049

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JOINT APPLICATION OF TRIANGLE EXPRESS COMPANY OF MIAMI BEACH, FLA., AND W. H. ENGEL, DOING BUSINESS AS EASTERN MOVING & STORAGE COMPANY OF 1023 S. W. 25TH AVENUE, MIAMI, FLORIDA, FOR APPROVAL OF TRANSFER OF PERMIT NO. 307 FROM TRIANGLE EXPRESS COMPANY TO W. H. ENGEL, DOING BUSINESS AS EASTERN MOVING & STORAGE COMPANY.

1. By Order No. 1614 dated June 14, 1943, the joint petition for approval of the transfer of Permit No. 307 from Triangle Express Company of Miami Beach, Florida, and W. H. Engel doing business as Eastern Moving & Storage Company of Miami, Florida, was denied. In this Order the history of Permit No. 307 was recited and the denial of this transfer was predicated principally upon the ground that the ownership of the entire interest in and to this permit was not shown. One of the joint applicants was Triangle Express Company which purported to own Permit No. 307, and the application was signed by Milton Weissberger for Triangle Express Company. The evidence of record conclusively showed that he owned only an undivided one-half interest therein and that Triangle Express Company has long since been dissolved as a corporation.

2. This matter now comes again before the Commission upon petition of Milton Weissberger, trading and doing business as Triangle Express Company, and W. H. Engel, trading and doing business as Eastern Moving & Storage Company that Order No. 1614 be set aside and this Commission approve the transfer of Permit No. 307 upon alleged new and additional facts presented in the petition. These facts were contained in an affidavit of Milton Weissberger that he had on or about the 17th day of December, 1940 purchased an undivided one-half interest in Triangle Express Company from Elmer Rose and at that time he became the sole owner of Triangle Express Company.

3. The Commission has carefully considered its Order No. 1614, together with the petition of the parties, and is of opinion as follows:

- (a) That while the evidence as to the ownership of Permit No. 307 is far from clear and the records of the Commission and of this proceeding are more or less confusing as to this Permit, yet it is apparent that Milton Weissberger has been

for at least the past two and one-half years operating under this Permit out of Miami Beach, Florida, and certainly has an equitable interest in this Permit and in the business developed by him which this Commission feels it is its duty to protect.

- (b) That since the issuance of Permit No. 307 this Commission has reclassified many of these "For Hire" carrier Permits for the transportation of household goods as Limited Common Carriers.
- (c) That "For Hire" carrier Permits as such are not transferable but Certificates of Public Convenience and Necessity as Limited Common Carriers for the performance of the same services are transferable.
- (d) That the petition for reconsideration and cancellation of Order No. 1614 deals with the transfer of Permit No. 307, and by reason of the conclusions reached by the Commission as herein expressed, this petition should be denied and the entire proceedings looking toward the transfer of Permit No. 307 should be dismissed.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that:

- (1) A Certificate of Public Convenience and Necessity as a Limited Common Carrier be issued to Milton Weissberger doing business as Triangle Express Company of Miami Beach, Florida, authorizing the transportation of household goods, office and store fixtures in accordance with the provisions of Rule No. 7, between Miami Beach, Florida, and points and places within the State of Florida.
- (2) Permit No. 307 heretofore issued to Triangle Express Company on September 14, 1936 be, and the same is, hereby, **CANCELLED** and all authority under such Permit is hereby **REVOKED**.
- (3) Petition dated June 22, 1943 praying that Order No. 1614 be set aside and the transfer of Permit No. 307 be approved be, and the same is, hereby, **DENIED**.
- (4) This proceeding be, and the same is, hereby, **DISMISSED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 6th day of July, 1943.

ORDER NO. 1633**DOCKET NO. 164-A**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: RESOLUTION BY BOARD OF COUNTY COMMISSIONERS OF HILLSBOROUGH COUNTY IN REFERENCE TO THE USE BY CERTIFICATED MOTOR VEHICLES OF THE CORONET-MULBERRY-PLANT CITY ROAD AND THE INTERBAY BOULEVARD ROAD—BOTH IN HILLSBOROUGH COUNTY, FLORIDA.

1. By Resolution dated February 12, 1943 adopted by the Board of County Commissioners of Hillsborough County, Florida, this Commission was petitioned to order all Certificated Motor Carriers serving Hillsborough County to cease and desist operations over the Coronet-Mulberry-Plant City Road and the Interbay Boulevard Road. The County Commissioners alleged that said roads were of insufficient width to permit heavy traffic by large vehicles and that the excessive use occasioned by war conditions has resulted in damage to the roads and that each of these roads are now badly in need of repair by reason of such use by heavy vehicles.

2. On February 27, 1943, the Railroad Commission heard this matter at the Chamber of Commerce Building, Tampa, Florida.

John M. Allison, County Attorney, Tampa, Florida, appeared for protestants.

3. The County Engineer testified that the Interbay Boulevard Road is constructed of vitrified brick on sand base sixteen feet wide. That the present condition of the road is bad, the bricks being loose and requiring continuous maintenance to hold them in place. That there is a street car line running down one side of the edge of the road which has the effect of narrowing the driving width of the road and heavy vehicles constitute a hazard on this highway. In addition to that, the use of heavy vehicles has spread the curb and caused additional loosening of bricks and in other ways damaging this highway. He further testified that there is now a concrete highway known as Dale Mabry Highway which intersects Interbay Boulevard and provides a new and additional route between Tampa and Port Tampa.

4. Testimony was also offered by a witness employed by Hillsborough County who has charge of the roads in County Commissioners' District No. 4 in the Plant City section. He testified that the Coronet-Mulberry-Plant City road is sixteen feet wide, part of which is constructed of red brick and the balance asphalt composition brick. That it requires constant maintenance to keep this road in repair and the movement of heavy vehicles over it results in great damage to the road and increases

the cost of maintenance. That there is another road that could be used serving Coronet from Tampa which would increase the distance between these two points not more than three miles. It was further testified that the County of Hillsborough is now having great difficulty in getting materials and labor to keep the roads in repair.

5. After this hearing the Commission agreed that it would enter an order directing its Certificated Carriers by motor vehicle to cease and desist operations over these highways if the Board of County Commissioners of Hillsborough County would post these roads against all traffic by large vehicles. It now appears that on April 30, 1943 a Resolution was adopted by the Board of County Commissioners of Hillsborough County limiting the gross load over these roads to 10,000 pounds and also directing that these signs be posted at prominent points on these roads warning the public against transporting over these highways a greater gross load than 10,000 pounds. A copy of this Resolution was filed with this Commission.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that all Certificated Common Carriers and Contract Carriers of freight or passengers operating under the jurisdiction of this Commission be, and they are, hereby, **ORDERED and DIRECTED** to cease and desist operations over the roads in Hillsborough County, Florida, known as the **CORONET-MULBERRY-PLANT CITY** road and the **INTERBAY BOULEVARD** road until such time as the County Commissioners of Hillsborough County shall open these roads to heavy duty traffic.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 23rd day of June, 1943.

ORDER NO. 1634

DOCKET NO. 1074

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF JENNIE LOQUE DOING BUSINESS AS PERRY BUS COMPANY, PERRY, FLORIDA FOR AN EXTENSION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 257 AUTHORIZING THE TRANSPORTATION OF PASSENGERS AND THEIR BAGGAGE BY MOTOR BUS BETWEEN PERRY, FLORIDA AND KEATONS BEACH, FLORIDA.

1. By Order No. 1624 dated June 1st, 1943, Certificate of Public Convenience and Necessity was awarded to Perry Bus Company authorizing

the transportation of passengers and their baggage from Perry, Florida, to proposed Air Base 3.1 miles South of Perry on U. S. Highway No. 19, State Road 500; thence to junction of U. S. Highway 19 and State Road 299; and thence over Road 299 to Foley and return over the same route, effective for the duration of the war and six months thereafter.

2. Applicant now seeks authority to operate to Keatons Beach, Florida, alleging that there has been demand upon it for transportation to this beach and that this operation would be in the interest of the public.

3. The Commission has considered this application and is of opinion that both the civilian and military personnel located at the Air Base near Perry, and the interest of the public generally, would be served by granting an extension of this Certificate to permit operations to and from Keatons Beach, Florida.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Jennie Loque, Lionel Loque and R. G. Moon, all of Perry, Florida, a partnership, doing business as Perry Bus Company, for an extension of Certificate of Public Convenience and Necessity No. 257 to authorize transportation of passengers and their baggage from Perry, Florida, over U. S. Highway 19, State Road 500, to its junction with State Road 35; thence over State Road 35 to State Road 15; thence over State Road 15 and County Roads to Keatons Beach, Florida, and return over the same route, effective for the duration of the war and six months thereafter, be and the same is, hereby, GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 27th day of July, 1943.

ORDER NO. 1635

DOCKET NO. 100-10

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF ST. JOHNS RIVER LINE COMPANY OF JACKSONVILLE, FLORIDA, FOR AUTHORITY TO SUSPEND FOR THE DURATION OF THE WAR AND SIX MONTHS THEREAFTER ITS WATER SERVICE ON THE ST. JOHNS RIVER, BETWEEN JACKSONVILLE AND SANFORD AND ALL INTERMEDIATE POINTS AND ITS JOINT WATER-MOTOR SERVICE BETWEEN ALL POINTS IN FLORIDA.

1. St. Johns River Line Company which operates under Certificate of Public Convenience and Necessity No. 80, has filed its application with this Commission to suspend its water service and also its joint water-motor service for the duration of the war and six months thereafter. Applicant alleges that on account of the war it is now experiencing an acute shortage of labor which results in delayed shipments and complaints from shippers and receivers of freight and on this account their tonnage and revenue has seriously declined. It further alleges that this decline in water and water-truck tonnage in revenue is so acute that it is unable to operate its boats between Jacksonville and Sanford and its joint water-motor service between points in Florida without serious loss.

2. The Commission has carefully considered this application and is of opinion that this discontinuance of service by the applicant is necessary to preserve its franchise and that public convenience and necessity require the granting of the application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of St. Johns River Line Company of Jacksonville, Florida, a common carrier of property, operating under Certificate of Public Convenience and Necessity No. 80 to abandon its water service on the St. Johns River between Jacksonville and Sanford and intermediate points and its joint water-motor service between all points in Florida, be and the same is **HEREBY GRANTED** for the duration of the war and six months thereafter without prejudice to the applicant to resume its operations when conditions justify a renewal of such service.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this the seventeenth day of August, 1943.

ORDER NO. 1636

DOCKET NO. 890

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
IN RE: SUSPENSION OF CERTIFICATE OF PUBLIC CONVENIENCE
AND NECESSITY NO. 243 NOW HELD AND OWNED BY ROYCE
W. SMITH OF PINELLAS PARK, FLORIDA, FOR THE DURATION
OF THE WAR AND SIX MONTHS THEREAFTER.

1. By Order No. 1493, Certificate of Public Convenience and Necessity was awarded Royce W. Smith of Pinellas Park, Florida, authorizing the transportation by motor vehicle of passengers, baggage and light express between Pinellas Park and St. Petersburg, Florida.

2. Upon request of the applicant, operation over this route and

under this Certificate was suspended for a period of 90 days as of December 31, 1941. This suspension has continued from time to time and it now appears that Royce W. Smith, holder and owner of this Certificate entered the service of his Country soon after Pearl Harbor, to wit: January 2, 1942, and his service has been suspended since that time.

3. It is the opinion of the Commission that operation under this Certificate should be suspended for the duration of the war and six months thereafter and the franchise rights of applicant be protected in this Certificate.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida, that operation of Royce W. Smith of Pinellas Park, between Pinellas Park and St. Petersburg, Florida, transporting passengers, baggage and light express by motor vehicle as authorized by Order No. 1493 and Certificate of Public Convenience and Necessity No. 243 BE and they are hereby SUSPENDED for the duration of the war and six months thereafter without prejudice to the applicant to resume operations at expiration of such period or sooner upon his request.

DONE and ORDERED by the Railroad Commission of the State of Florida in session in its offices in the City of Tallahassee, Florida, on this the 18th day of August, 1943.

ORDER NO. 1637

DOCKET NOS. 397, 193 AND 1087

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
IN RE: JOINT PETITION OF E. E. ROBINSON DOING BUSINESS
AS ROBINSON TRANSFER AND L. H. SIMS FOR APPROVAL OF
TRANSFER OF LIMITED COMMON CARRIER CERTIFICATE NO.
304 AND CONTRACT CARRIER CERTIFICATE NO. 156 FROM E. E.
ROBINSON DOING BUSINESS AS ROBINSON TRANSFER TO
L. H. SIMS, SANFORD, FLORIDA.

1. Pursuant to Notice No. 935 dated August 6, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Angebilt Hotel, Orlando, Florida, on Thursday, August 26th, 1943.

G. B. Fishback, Attorney, Orlando, Florida, appeared for the petitioners.

No one appeared in protest.

2. E. E. Robinson, doing business as Robinson Transfer, received Limited Common Carrier Certificate No. 304 from this Commission under the grandfather clause of the Transportation Act as he was in business prior to the time the Railroad Commission was granted jurisdiction over

his operation. This Certificate authorized the transportation of household goods, office fixtures, store fixtures and stock under the rules of this Commission. He is also the owner of Contract Carrier Certificate No. 156 which authorizes the transportation of paper and paper products under contract with The Crown Paper Company of Sanford, Florida, from Sanford, Florida, to points and places in the State of Florida.

3. L. H. Sims has been connected with the firm of E. L. Robinson, doing business as Robinson Transfer, for many years and for the past five years has been operating the business due to the ill health of Mr. Robinson. Mr. Sims has now purchased the business and has authority from Mr. Robinson to continue the operation of this business under the name of Robinson Transfer.

4. Joint petition for approval of the transfer of Certificate No. 156 was signed by both parties and filed with this Commission. There was also filed a contract between L. H. Sims, doing business as Robinson Transfer of Sanford, Florida, and Crown Paper Company, a corporation of Delaware with its principal place of business at Sanford, Florida. Under the terms of this contract L. H. Sims, doing business as Robinson Transfer, agreed to transport citrus tissue wraps and other packing materials to the various associations and shippers of the Florida Citrus Exchange and independent shippers for a period of five years.

5. The Commission has carefully considered the evidence in this case and is of opinion that L. H. Sims is familiar with these operations and is thoroughly competent to continue them and further is of the opinion that public convenience and necessity require the transfer of Limited Common Carrier Certificate No. 304 from E. E. Robinson, doing business as Robinson Transfer, to L. H. Sims, authorizing the transportation of household goods, office fixtures, store fixtures and the stock as provided by the rules of this Commission.

As to Contract Carrier Certificate No. 156 authorizing E. E. Robinson, doing business as Robinson Transfer, to transport paper and paper products under contract with Crown Paper Company, it is the opinion of the Commission that following its policy this Certificate should be cancelled and a new Certificate issued in accordance with the terms of the contract between L. H. Sims and Crown Paper Company filed in this proceeding.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the transfer of Limited Common Carrier Certificate No. 304 authorizing the transportation of household goods, office fixtures, store fixtures and stock under the rules of this Commission from E. E. Robinson, doing business as Robinson Transfer, be and the same is hereby APPROVED.

It is further ORDERED that Contract Carrier Certificate No. 156, now held and owned by E. E. Robinson, doing business as Robinson Transfer, authorizing the transportation of paper and paper products under contract with Crown Paper Company be, and the same is, hereby, CANCELLED and a new Contract Certificate be, and the same is, hereby AWARDED to L. H. Sims, doing business as Robinson Transfer authorizing him to transport under contract with the Crown Paper Company of Sanford, Florida, paper and paper products consisting of citrus tissue wraps and other packing materials from Sanford, Florida, to points and places within the State of Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Orlando, Florida, this 26th day of August, 1943.

ORDER NO. 1638

DOCKET NO. 835

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF PAUL P. SANDERSON AND J. L. CROFT, A PARTNERSHIP, DOING BUSINESS AS FLAMINGO TAXI, DELRAY BEACH, FLORIDA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING PASSENGERS OVER THE FOLLOWING ROUTE: SOUTH FROM DELRAY BEACH OVER OLD DIXIE HIGHWAY TO POINTS AT BOCA RATON FIELD; EAST OVER CAMIENO REAL STREET TO OFFICERS' QUARTERS CLUB HOUSE AND BACK SAME ROUTE TO DELRAY BEACH, FLORIDA.

1. Pursuant to Notice No. 933 dated June 15, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at the City Hall, Boca Raton, Florida, on Wednesday, June 30th, 1943.

J. H. Adams of Adams & Nowlin appeared for applicant.
John R. Beacham of Beacham & Gaulden for protestants.
C. Y. Byrd; W. A. Jacobs; F. W. Wodisheck represented the City Council and City of Delray Beach, Florida.

2. This is an application of Paul P. Sanderson and J. L. Croft, a partnership, doing business as Flamingo Taxi, Delray Beach, Florida, for Certificate of Public Convenience and Necessity as a Common Carrier to transport passengers over the following route: South from Delray Beach over old Dixie Highway to points at Boca Raton Field; East over Camieno Real Street to Officers Quarters Club House and back over same route to Delray Beach, Florida. Applicants are now engaged in Taxi Cab busi-

ness at Delray Beach, Florida, and hold Permit No. 601 issued January 4, 1941 authorizing the applicants to make occasional and unsolicited trips outside of the city limits of Delray Beach, Florida, transporting passengers for compensation.

3. The United States Government has established an Air Base at Boca Raton at which is stationed a large number of armed personnel—the exact number being a military secret. Applicants testified that in connection with their local taxi service at Delray Beach they have been called upon to make numerous trips between Delray and Boca Raton to transport members of the armed forces who were unable to obtain seating space on busses operated by protestant. The applicants now operate eight station wagons and stated they are in position to place ten more in operation. Representatives of various civic organizations and City Officials of the City of Delray Beach testified that the proposed service was needed. At the hearing the applicant requested that the application be amended to read for the duration of the war and six months thereafter.

4. Protestant, Robert L. Coleman, doing business as Lake Worth Coach Lines, now operates as a common carrier of passengers between Delray Beach and Boca Raton under a leasehold operating agreement with Florida Motor Lines Corporation holder of the only Certificate of Public Convenience and Necessity over the route in question. This agreement was approved by the Florida Railroad Commission by Order No. 1607, dated March 19, 1943.

5. The General Manager of protestant, Lake Worth Coach Lines, testified that existing traffic utilizes only twenty-eight per cent of the capacity of the equipment already provided by Lake Worth Coach Lines. He contended that there was no necessity for additional bus service and that if additional service was needed they were in position to furnish it. The Officer in Charge of Transportation at the Boca Raton Base testified that Lake Worth Coach Lines was furnishing adequate transportation facilities. He stated that if the officers at the base decided that any additional regular bus service was needed between Delray Beach and Boca Raton his office would be notified and the request would go from his office to the Transportation Company. He testified that no such request had been made on his office from the Commanding Officer of the Base. He had been asked occasionally to see that more transportation was provided and on such occasions he had worked through the Florida Motor Lines Corporation and had been given the additional schedules required.

6. The Commission has carefully considered all of the evidence in the case, together with briefs filed by the applicant and protestant, and finds that the present common carrier motor bus facilities between Boca

Raton and Delray Beach are adequate and sufficient to serve the public convenience and necessity.

It further finds that the protestant, Robert L. Coleman, doing business as Lake Worth Coach Lines, is financially able to provide any additional facilities that might be needed to properly serve the traveling public between Boca Raton and Delray Beach.

The Commission has taken into consideration the effect that the granting of this application would have upon existing transportation facilities within the territory sought to be served by the applicant and also the effect upon transportation as a whole within said territory and is of opinion that the application should be denied.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Paul P. Sanderson and J. L. Croft, a partnership, doing business as Flamingo Taxi, Delray Beach, Florida, for Certificate of Public Convenience and Necessity as a Common Carrier transporting passengers between Delray Beach, Florida, and Boca Raton Field be, and the same is hereby, **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Tampa, Florida, this 2d day of September, 1943.

ORDER NO. 1639

DOCKET NO. 1086

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF DONALD H. KAY, OPERATING AS OCALA TRANSIT COMPANY OF OCALA, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER BY MOTOR VEHICLE TRANSPORTING PASSENGERS BETWEEN OCALA, FLORIDA, AND THE DUNNELLON ARMY AIR FIELD FOR THE DURATION OF THE WAR AND SIX MONTHS THEREAFTER.

1. Pursuant to Notice No. 935 dated August 6, 1943, the above application came on for formal hearing before the Railroad Commission of the State of Florida at the Angebilt Hotel, Orlando, Florida, on August 26th, 1943.

Donald H. Kay, Ocala, Florida, appeared for applicant.

T. B. O'Steen represented Florida Motor Lines Corporation, Jacksonville, Florida.

2. The applicant, Donald H. Kay is at present operating the Ocala Transit Company transporting passengers within the city of Ocala, Florida. Upon request of Marion County Chamber of Commerce and the Commanding Officer of the Dunnellon Army Air Field he proposes to operate between Ocala and Dunnellon Army Air Field transporting civilian and military personnel between the said points. The operation would be over State Highways No. 74 and 81 and for a round-trip distance of approximately thirty-two miles. This operation would be for the convenience of the soldiers and civilians desiring to reach Ocala and the Dunnellon Army Field and would be for the duration of the war and six months thereafter. The applicant has filed schedules showing a proposed operation of six daily round-trips between these points. He proposes to make a charge of twenty-five cents each way. The applicant owns seven busses. He operates three in his Ocala service and two between Ocala and the Dunnellon Army Air Field and has two in reserve. From the financial statement filed with the application the applicant appears to be financially able to carry on this operation.

3. The Commission has considered the application and the record in this case and is of opinion that for the duration of the war and six months thereafter public convenience and necessity require the granting of this application. The Florida Motor Lines which operates in this territory has offered no objection to the granting of this Certificate.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Donald H. Kay, operating as Ocala Transit Company, Ocala, Florida, for a Certificate of Public Convenience and Necessity to operate between Ocala, Florida, and the Dunnellon Army Air Field over State Highways Nos. 74 and 81, for the duration of the war and six months thereafter, be and the same is, hereby **GRANTED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Orlando, Florida, this 26th day of August, 1943.

ORDER NO. 1640

DOCKETS NOS. 297 AND 1083

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JOINT APPLICATION OF M. F. HALL DOING BUSINESS AS HALL'S TAXI SERVICE OF CLEARWATER, FLORIDA, AND C. R. WICKMAN OF CLEARWATER, FLORIDA, FOR TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 242 AUTHORIZING TRANSPORTATION OF PASSENGERS BY MOTOR VEHICLE BETWEEN CLEARWATER, FLORIDA, AND IN-

DIAN ROCKS, FLORIDA; AND ALSO PASSENGER PERMIT NO. 227 FROM M. F. HALL, DOING BUSINESS AS HALL'S TAXI SERVICE TO C. R. WICKMAN.

1. This matter was originally set for hearing at Tallahassee, Florida, on Wednesday, July 28th, 1943. No one appeared for either applicant and further hearing was continued for the Mayflower Hotel, Jacksonville, Florida, on Tuesday, August 3, 1943.

At this hearing Henry Church, 1450 Edgewood Circle, Jacksonville, Florida, appeared for Mr. Wickman, one of the applicants, under a general power of attorney from C. R. Wickman. After taking the testimony of Mr. Church the hearing was continued until September 2, 1943 at the Thomas Jefferson Hotel, Tampa, Florida, in order to receive the testimony of the applicant, M. F. Hall.

Upon the calling of the case in Tampa Ralph Richards, Attorney, Coachman Building, Clearwater, Florida, and M. F. Hall, one of the applicants, entered their appearance.

2. From the testimony it appears that C. R. Wickman of Birmingham, Michigan, an employee of the Greyhound Lines, purchased the entire business of M. F. Hall, doing business as Hall's Transfer, consisting of the taxi cab and bus business including all of the cabs and busses operated in said business; all municipal licenses issued by the municipalities of Clearwater, Dunedin and Largo and also Certificate of Public Convenience and Necessity No. 242 and Passenger Permit No. 227 issued to M. F. Hall by this Commission. C. R. Wickman, although being an employee of the Greyhound Lines, is purchasing this operation as an individual and there will be no connection between it and the Greyhound Lines. He proposes to continue the operation in the name of Hall's Taxi Service and his headquarters will continue to remain at 100 N. Fort Harrison Avenue, Clearwater, Florida. He further proposes to continue the schedules now operated by M. F. Hall and will comply with the laws and rules of this Commission governing the transportation of passengers by motor vehicle.

3. At the Tampa hearing M. F. Hall testified that he had agreed to sell his entire business now being operated under the name of Hall's Taxi Service to C. R. Wickman and acknowledged his signature to the agreement filed in evidence in this proceeding. He also testified that he was of opinion that the purchaser was thoroughly competent to continue the operation and asked the Commission to approve the transfer of all of his rights under Certificate of Public Convenience and Necessity No. 242 and Passenger Permit No. 227 to C. R. Wickman.

4. The Commission has considered the record in this case and is of opinion that public convenience and necessity requires the granting of

the application to transfer Certificate No. 242 authorizing the transportation of passengers by motor vehicle between Clearwater, Florida and Indian Rocks, Florida, using Highway No. 233 from M. F. Hall, doing business as Hall's Taxi Service to C. R. Wickman of Clearwater, Florida.

In line with its policy not to transfer a Passenger Permit it is of opinion that Passenger Permit No. 227, now held and owned by M. F. Hall, doing business as Hall's Taxi Service, should be cancelled and a new Passenger Permit issued to C. R. Wickman.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of M. F. Hall, doing business as Hall's Taxi Service and C. R. Wickman for approval of the transfer of Certificate of Public Convenience and Necessity No. 242 authorizing the common carriage by Motor vehicle of passengers between Clearwater and Indian Rocks, Florida, using Highway No. 233 be, and the same is, hereby, **APPROVED**.

It is further **ORDERED** that Passenger Permit No. 227 authorizing M. F. Hall, doing business as Hall's Taxi Service, Clearwater, Florida, to operate taxies out of the City of Clearwater on occasional trips be, and the same is, hereby, **CANCELLED** and a new Passenger Permit is awarded to C. R. Wickman of Clearwater, Florida, to operate such taxies as he may qualify for occasional trips out of the City of Clearwater, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at Tampa, Florida, the 2nd day of September, 1943.

ORDER NO. 1641

DOCKET NO. 1039

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF SANFORD EQUIPMENT COMPANY, A CORPORATION OF SANFORD, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 258 AUTHORIZING THE TRANSPORTATION OF PASSENGER SERVICE BY MOTOR VEHICLE OVER CERTAIN ROUTES IN SEMINOLE COUNTY FOR THE DURATION OF THE WAR AND SIX MONTHS THEREAFTER.

1. Pursuant to Notice No. 935 dated August 6, 1943 this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Angebilt Hotel, Orlando, Florida, on Thursday, August 26, 1943.

Garland W. Spencer, Attorney, Sanford, Florida, appeared for applicant.

T. B. O'Steen, Jacksonville, Florida, appeared for Florida Motor Lines Corporation.

2. By Order No. 1592 dated December 15, 1942 Sanford Equipment Company of Sanford, Florida, was awarded Certificate of Public Convenience and Necessity No. 258 which authorized it to operate as a common carrier by motor vehicle transporting passengers between Sanford, Florida, and various suburban towns in Seminole County. The applicant now seeks an enlargement of its operations by adding to the routes covered in its Certificate a new route from Longwood to Sanlando Springs and return and from Casselberry to Altamonte Springs and return.

3. Witnesses for the applicant testified that since Sanford is the County seat of Seminole County all county business has to be transacted there. The only two banks in Seminole County are in Sanford and most of the banking is done there; and there is only one rationing board and that is in Sanford. There has been a continuous demand for necessary transportation into Sanford on account of the gasoline and tire shortage. In addition, both the military and civilian personnel of the Navy Base need transportation because of the fact that they are unable to get living accommodations in Sanford and they live along the route over which it is proposed to travel. In addition to that, two essential War Production Plants have been established at Casselberry, Florida, and are now being operated. The town of Casselberry has a population of only one hundred and fifty and it is necessary to import workers from Orlando, Sanford and other communities as approximately one hundred and seventy-five people are employed in the larger plant and about fifty are generally employed in the smaller plant. In the larger plant three shifts are operated—one beginning at 7:45 A.M.—one at 3:30 P.M. and one at 12:00 midnight. The proposed schedules of the applicant are arranged to meet these shifts. It was further testified as a reason for operating into Sanlando Springs that this was a place of recreation for the Naval personnel, and in fact the only approved swimming pool is located there and that between eighty-five and ninety per cent of the passengers going to Sanlando Springs are members of the Naval Base personnel.

4. Florida Motor Lines Corporation is authorized to operate over a part of this territory and is now operating eight schedules daily through Sanford, Casselberry and Orlando in each direction. The Traffic Manager of the company testified that so far as movement of the general public is concerned he felt that Florida Motor Lines was giving ample accommodations to persons traveling to Sanford or to and from Sanford and Orlando—that is to say, it was giving ample accommodations

to movement between these two cities. He further stated that since the applicant had agreed that there would be no interchange of passengers with any other company by which these passengers would be enabled to reach Orlando, and as this application was limited to the duration of the war and six months thereafter, he was offering no objection.

5. The Commission has carefully considered the record in this case and since the purpose of this application is to take care of the army and navy personnel and civilian employees engaged in defense work in Seminole County and is limited for the duration of the war and six months thereafter it is of opinion the application should be granted.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Seminole Equipment Company for an extension of its Certificate of Public Convenience and Necessity No. 258 authorizing it to transport passengers by motor vehicle over the following routes—

ROUTE 1

Beginning at the corner of 1st Street and Park Avenue at Sanford, run east on 1st Street to Mellonville Avenue; south on Mellonville Avenue to State Road 44; east on state road 44 to Geneva, Florida; south on State Road 44 to the junction of State Roads 202 and 44; over State Road 202 into Oviedo, Florida; over State Road 203 from Oviedo to the intersection of the Longwood-Wagner Road; over the Longwood-Wagner Road to Longwood, or over the Longwood-Wagner Road to its intersection with State Road No. 3; South on State Road 3 to Casselberry, Florida; South on State Road 3 to intersection of State Road 3 with State Road 288; southwesterly on State Road 288 to Altamonte Springs, Florida, at a point where State Road 288 intersects with the old Sanford-Orlando Road; North on the old Sanford-Orlando Road to Longwood, Florida; West from Longwood, Florida, to Sanlando Springs; east from Sanlando Springs to Longwood, Florida; north on the old Sanford-Orlando Road to the junction of the Country Club-Lake Mary Road to Lake Mary; continuing on the Country Club-Lake Mary Road to intersection of Hughey Street in Sanford, Florida, with Park Avenue and North on Park Avenue to 1st Street.

ROUTE 2

Beginning on 1st Street and Park Avenue in Sanford, Florida, run south to Hughey Street or 20th Street in said city; west to intersection of Hughey Street or 20th Street and the Country Club Road; south over the Country Club Road to the Town of Lake Mary; south to the intersection of the Country Club Road

and the old Sanford-Orlando Road; south on the old Sanford-Orlando Road to Longwood, Florida; south on the old Sanford-Orlando Road to Seminole Boulevard thence east over Seminole Boulevard to its intersection with State Road 3; south to Casselberry Florida; south on State Road 3 to the intersection of State Road 3 with State Road 288 to Altamonte Springs, Florida, north from Altamonte Springs, Florida over the old Sanford-Orlando Road to Longwood, Florida, to the intersection of the old Sanford-Orlando Road with the Sanlando Springs Road; west on the Sanlando Springs Road to Sanlando Springs; east and return of Longwood, Florida; North on the old Sanford-Orlando Road to the junction of the Country Club-Lake Mary Road; north on the Country Club-Lake Mary Road to Lake Mary; continuing on the Country Club-Lake Mary Road to intersection of Hughey Street in Sanford, Florida, with Park Avenue and North on Park Avenue to 1st Street.

for the duration of the war and six months thereafter, be and the same is, hereby, **GRANTED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Orlando, Florida, on August 26, 1943.

ORDER NO. 1642

DOCKET NO. 973

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: CANCELLATION OF "FOR HIRE" PERMIT NO. 707 ISSUED TO NORMAN NAGEL OF ORLANDO, FLORIDA, ON MAY 20, 1942.

On May 20, 1942 Permit No. 707 was issued to Norman Nagel of 712 Florida Bank Building, Orlando, Florida, authorizing the transportation of heavy machinery to points and places in the State of Florida primarily to army and navy bases under construction or to be constructed.

The applicant failed to comply with the law and rules and regulations of this Commission and Permit was cancelled on April 21, 1943.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** that Special Freight Permit No. 707 issued to Norman Nagel of Orlando, Florida, on May 20, 1942, authorizing the transportation heavy machinery as described therein be, and the same is, hereby, **CANCELLED** and authority to operate under said Permit is **REVOKED**.

DONE AND ORDERED by the Railroad Commission of the State

of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of April, 1943.

ORDER NO. 1643

DOCKET NO. 263

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF ALBERT ERWIN SLAUSON OF ORLANDO, FLORIDA, FOR SPECIAL PERMIT TO TRANSPORT TANKS, BOILERS, MACHINERY AND SMALL BUILDINGS THROUGHOUT THE TERRITORY WITHIN A RADIUS OF SEVENTY-FIVE MILES OF ORLANDO, FLORIDA.

1. On November 27, 1934 Special Permit No. 189 was issued to Albert Erwin Slauson of Orlando, Florida, authorizing transportation by motor vehicle of tanks, boilers, machinery and small buildings throughout the territory within a radius of seventy-five miles of Orlando, Florida.

2. It now appears that the applicant has abandoned this operation and has failed to comply with the rules and regulations of this Commission and his Permit should be cancelled.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Special Permit No. 189 issued to Albert Erwin Slauson on November 27, 1934 authorizing the transportation by motor vehicle of tanks, boilers, machinery and small buildings throughout the general territory within a radius of approximately seventy-five miles of Orlando, Florida, be, and the same is, hereby, CANCELLED and all authority under said Permit is hereby REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 22nd day of April, 1943.

ORDER NO. 1644

DOCKET NO. 1089

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF J. D. MOFFETT AND R. W. MURRAY, BOTH OF LAKE WALES, FLORIDA, DOING BUSINESS AS LAKE WALES BUS LINE, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER BY MOTOR VEHICLE TRANSPORTING PASSENGERS BETWEEN LAKE WALES AND AVON PARK VIA BABSON PARK AND FROSTPROOF FOR THE DURATION OF THE WAR AND SIX MONTHS THEREAFTER.

1. Pursuant to Notice No. 935, dated August 6, 1943, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the City Hall, Lake Wales, Florida, on September 1st, 1943.

J. D. Moffett of Lake Wales, Manager of the Lake Wales Bus Line, appeared for applicant.

T. B. O'Steen, Traffic Manager, Jacksonville, Florida, appeared for Florida Motor Lines Corporation.

2. R. W. Murray and J. D. Moffett, both of Lake Wales, Florida, have formed a partnership under the name of Lake Wales Bus Line and have applied for a Certificate of Public Convenience and Necessity to operate between Lake Wales and Avon Park Bombing Range via Babson Park, Florida, and Frostproof, Florida, using State Road No. 8 to approximately a mile and a half of Frostproof; thence over Country Road to Lake Arbuckle; thence over a new Government Road into the Bombing Range. The total distance is approximately thirty-one miles. Sixteen round-trips will be operated and a fare of 35¢ between Lake Wales and the Bombing Range, and a fare of 25¢ from Lake Wales to Frostproof, will be charged. The applicant has four new busses which it will operate over this route. The applicant was granted temporary authority to begin this operation on account of the apparent need for the same, and has been operating it for the past few days. The temporary operation has been over a detour which makes the distance practically forty miles but the New Government Road will soon be finished and when that is used the distance will be practically thirty miles. The patronage of this line has been good and the applicant has averaged about three hundred passengers a day for the first four days of the operation. The applicant is financially able to purchase such additional equipment as the operation will require and has received permission from the authorities to enter the Bombing Range. This operation was started upon request of the Government Officials of the Avon Park Bombing Range in order to furnish transportation to both the Military and civilian personnel connected with this Base.

3. A witness representing the Air Corps, United States Army, situated at Avon Park Bombing Range, testified that there was a vital need at the Bombing Range for housing facilities for the dependents of officers and men. In addition, there was an acute need for civilian help which would be made available if adequate transportation facilities between Lake Wales, Frostproof and the Bombing Range is afforded. The operation of this bus line would open up this territory for housing, recreation and supply of civilian help. Other witnesses testified that present transportation facilities are inadequate to take care of the military and civilian personnel of the Bombing Range and the general public liv-

ing along the route of this proposed operation. It was further testified that the housing facilities convenient to the Bombing Range are entirely inadequate and that practically every available room in Frostproof, Babson Park and Lake Wales is occupied by the personnel at the Bombing Range and their families and that it is necessary to have some means of transportation between these points and the Bombing Range. No testimony was offered in opposition to the application.

4. The Commission has carefully considered the record in this case and is of opinion that public convenience and necessity require its approval.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of J. D. Moffett and R. W. Murray, operating in the name of Lake Wales Bus Line, for a Certificate of Public Convenience and Necessity as a Common Carrier by motor vehicle of passengers between Lake Wales and Avon Park Bombing Range via Babson Park and Frostproof using State Highway No. 8 and County roads be and the same is, hereby, **APPROVED.**

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at Lake Wales, Florida, on September 1, 1943.

ORDER NO. 1645

DOCKET NO. 989

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

**IN RE: APPLICATION OF CITY OF AVON PARK, FLORIDA, FOR AN
EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE
AND NECESSITY NO. 254 TO AUTHORIZE THE TRANSPORTA-
TION OF PASSENGERS BETWEEN AVON PARK BOMBING RANGE
AND FROSTPROOF, FLORIDA.**

1. Pursuant to Notice No. 935, dated August 6, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at the City Hall in Lake Wales, Florida, on September 1st, 1943.

Perry E. Murray of Frostproof, Florida, City Attorney of Avon Park, appeared for applicant.

2. On Motion of the applicant, hearing on this case was postponed until the further order of the Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Lake Wales, Florida, September 1, 1943.

ORDER NO. 1646

DOCKET NO. 1090

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF STANSELL-ULMER & STANSELL OF PALM HARBOR, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A CONTRACT CARRIER TRANSPORTING ICE UNDER CONTRACT WITH ATLANTIC ICE COMPANY, A CORPORATION, WITH ITS PRINCIPAL PLACE OF BUSINESS IN ATLANTA, GEORGIA, TO ALL POINTS IN THE STATE OF FLORIDA.

1. Pursuant to Notice No. 935 dated August 6, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at the Thomas Jefferson Hotel, Tampa, Florida, 10 o'clock A. M. on Thursday, September 2, 1943.

W. H. Jackson, Attorney of the firm of McKay, Macfarlane, Jackson & Ferguson of Tampa, Florida, appeared for the applicant.

T. B. Smith of Tampa, Florida, appeared for Central Truck Lines, Inc.

D. E. Hunt, Tampa, Florida, represented Hunt Truck Line.

2. H. S. Stansell, George A. Ulmer and H. L. Stansell all of Palm Harbor, Florida, operating as a partnership under the name of Stansell-Ulmer & Stansell, on July 27, 1943 entered into a contract with Atlantic Company, a corporation with its principal place of business in Atlanta, Georgia, to transport for this company ice at rates not lower than common carrier rates of either rail or motor, whichever is lowest, from various points in the State of Florida to Tampa, Florida. A duplicate copy of this contract was offered in evidence. It appears from the testimony and the record in this case that Atlantic Company which has a plant in Tampa known as The Atlantic Ice & Coal Company operates both retail and wholesale routes selling ice locally in Tampa but the major part of its business is icing cars for the Fruit Growers Express and also icing ships that transport perishable products. It has an ice factory at Tampa which manufactures approximately one hundred and ninety tons of ice per day but on account of the emergency and the inability of the rail lines to haul ice, and the great demand locally for ice, this plant is unable to supply its demand and also to provide a sufficient quantity for refrigerator cars and refrigerator boats. For this reason it is necessary to procure ice from the surrounding towns such as Sarasota, Tarpon Springs, Lakeland, St. Petersburg and Ocala. For these reasons the company entered into this contract with Stansell-Ulmer & Stansell.

3. It appears from the testimony that the necessity for this hauling of ice by the applicant arises purely from the war emergency and that after the duration of this war emergency a sufficient quantity of ice to meet all needs can be manufactured by the Ice Company at Tampa. Representatives of common carrier truck lines stated they would have no objection to the granting of this application if it was limited for the duration of the war and six months thereafter.

4. The Commission has carefully considered the record in this case and is of opinion that there now exists a need for this kind of transportation but such need will not exist when the present emergency is over.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Stansell-Ulmer & Stansell, a partnership of Palm Harbor, Florida, for a Certificate of Public Convenience and Necessity as a Contract Carrier transporting ice by motor vehicle for Atlantic Company, a corporation with its principal place of business in Atlanta, Georgia, at the rates and under the terms set out in the contract dated July 27, 1943, to and from Tampa, Florida, and other points within the State of Florida for the duration of the war and six months thereafter be and the same is, hereby, **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Tampa, Florida, on September 2, 1943.

ORDER NO. 1647

DOCKET NO. 1088

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF FLORIDA TRANSPORTATION COMPANY, A CORPORATION, OF MIAMI, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING BY MOTOR VEHICLE PASSENGERS AND THEIR BAGGAGE BETWEEN HOMESTEAD, FLORIDA, AND THE HOMESTEAD AIR BASE.

1. Pursuant to Notice No. 935 dated August 6, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida in session at the Dade County Court House, Miami, Florida, on Monday, August 30, 1943.

John C. Granlin of Granlin & Granlin, Attorneys at Law, 1607 Congress Building, Miami, Florida, appeared for applicant.

T. B. O'Steen, Traffic Manager, appeared for Florida Motor Lines Corporation as their interests may appear.

2. Upon the calling of this case for hearing it appeared that the applicant had also applied for a sightseeing route between Miami and Miami Beach and other points in Dade County but this operation shown on the application as Route "B" was not described in the notice. Upon motion of the attorney for applicant the application was amended by eliminating and striking from the petition all reference to Route "B," and the hearing proceeded upon that part of the application providing for operation between Homestead, Florida, and Homestead Air Base.

3. The applicant is a "For Hire" carrier in the City of Miami under Permit No. 769 issued by this Commission. A witness for the applicant testified that about a year ago the Commanding Officer of the Air Base requested his company to inaugurate transportation service between Homestead and the Homestead Air Base. It did not begin the operation at that time but later started it and operated several months before filing this application. The applicant was under the impression that it could operate under its "For Hire" Permit issued by this Commission, and the testimony shows that it has been paying mileage tax on this operation since that time. Later it filed the present application seeking a Certificate authorizing this operation. The Homestead Air Base is located about four and a half miles East of Homestead and from the testimony offered it appears that there is a necessity for some means of transportation for some means of transportation for the service men to and from this reservation. The applicant testified that it was now hauling from 200 to 400 passengers per day and that its patronage was increasing and that it had sufficient equipment to carry on this operation; that it now operates a loop service between Homestead and Homestead Air Base—a total mileage of approximately eleven miles. It proposes a charge of 20¢ per round-trip for this service or 10¢ each way between Homestead and the Homestead Air Base. Part of this route is over State Road No. 1, and for a distance of two and one-half miles between Homestead and Modello it parallels the route of Florida Motor Lines Corporation. The only passengers it desires to pick up along this route are those destined for the Air Base.

4. A representative of Florida Motor Lines Corporation testified that he was offering no special objection on the part of his company to this application but he desired to state that he now serves the Homestead Air Base as an off-line point and desires his rights to be protected, and that his company should have the privilege of serving it in the future as it has done in the past. Florida Motor Lines Corporation now operates between Miami and Key West twelve round-trips daily, and also operates between Richmond Field and the Homestead Army Air Base and Homestead eleven round-trips daily, which makes a total of twenty-

three trips daily between Miami and Homestead. Of the eleven round trips between Miami and Homestead nine of the schedules serve the Homestead Air Base.

5. The Commission has considered the application and has also taken into consideration the effect this operation may have upon other transportation in the vicinity, and is of opinion that public convenience and necessity require the granting of this application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Florida Transportation Company of Miami, Florida, for a Certificate of Public Convenience and Necessity as a Common Carrier transporting by motor vehicle passengers and their baggage between Homestead, Florida, and Homestead Air Base be and the same is, hereby, **APPROVED**.

It is further **ORDERED** that the granting of this application is without prejudice to the rights of Florida Motor Lines Corporation to continue to serve Homestead and Homestead Air Base.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in Session at Miami, Florida, on August 30, 1943.

ORDER NO. 1648

DOCKET NO. 100-10

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF ST. JOHNS RIVER LINE COMPANY, 10 SOUTH NEWNAN STREET, JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 80, AUTHORIZING IT TO OPERATE BETWEEN JACKSONVILLE, FLORIDA, AND TAMPA, FLORIDA, OVER CERTAIN HEREIN DESCRIBED HIGHWAYS.

1. Pursuant to Notice No. 934 dated July 17, 1943 this matter came on for hearing before the Railroad Commission of the State of Florida at the Mayflower Hotel, Jacksonville, Florida, at 10 o'clock A.M. on Monday, August 2, 1943.

W. A. Fox, Traffic Manager, Jacksonville, Florida, appeared for applicant.

O. C. Beakes, Barnett Bank Building, Jacksonville, Florida;
W. T. Wolfe, Traffic Manager, Jacksonville, Florida, appeared for Flamingo Truck Lines, Inc.

John M. Allison, Tampa, Florida; Sidney Allen, Tampa,

Florida, and T. B. Smith, Tampa, Florida, appeared for Central Truck Lines, Inc.

A. Pickens Coles, Room 307 Tampa Theatre Building, Tampa, Florida, appeared for Tamiami Trail Tours, Inc.

Martin Johnson, Jacksonville, Florida, appeared for Acme Freight Lines.

B. M. Brunson, Jacksonville, Florida, represented Great Southern Trucking Company.

2. St. Johns River Line Company, the applicant, is a Common Carrier by Motor Vehicle of property operating under Certificate of Public Convenience and Necessity No. 80. Its present route between Jacksonville and Tampa is over U. S. Highway No. 1 to Daytona Beach; thence over U. S. Highway No. 92 to Tampa and return over same route. The distance over these highways from Jacksonville to Tampa is 258 miles. It has now filed the present application which provides a route over the following highways:

PART 1—From Jacksonville to Keystone Heights over Florida Highway 68; thence Florida Highway 80 to junction with Florida Highway 14; thence Florida Highway 14 to Hawthorne; thence Florida Highway 31 to Ocala; thence U. S. Highway 441 to Belleview; thence Florida Highway 23 to Zephyrhills; thence Florida Highway 156 to Tampa, a distance of 194 miles, and return over the same route.

Operation over this ALTERNATE route is with CLOSED DOORS except at Ocala, Florida.

PART 2—From Bunnell to Deland over Florida Highway 134, a distance of 34 miles and return over the same route.

3. The purpose of the present application is to shorten the distance and thus enable the company to operate more economically, and also to meet the requirements of Revised Order No. 3, Office of Defense Transportation, which requires that no shipment should be moved over a route which exceeded by more than ten per cent circuitry the distance over the shortest usable route between the same points.

4. The most of the Common Carriers by motor vehicle operating in Florida opposed this application. A full hearing was held and a record made consisting of more than 300 pages. Before this Commission had an opportunity to thoroughly examine the record and render its decision, the applicant, through its Traffic Manager, by letter dated August 31, 1943, advised the Commission that the Office of Defense Transportation had approved its application for relief permitting it to continue to oper-

ate between Jacksonville and Tampa over its present certificated route and asking permission to withdraw its application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the request of the applicant to withdraw its application in this matter be and the same is, hereby **APPROVED**, and this proceeding is hereby **DISMISSED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of September, 1943.

ORDER NO. 1649

DOCKETS NOS. 796 AND 574

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: MEMORANDUM AGREEMENT BETWEEN ORANGE LINES, INC., AND J. OLIVER MILLER OF ST. AUGUSTINE, FLORIDA, RELATING TO GREEN COVE SPRINGS-BLANDING SCHEDULES.

1. Orange Lines, Inc., a corporation with its principal place of business in Jacksonville, Florida, is the holder and owner of Certificate No. 249 and under said Certificate is operating schedules between Jacksonville and Camp Blanding and between Camp Blanding and Starke, Florida. It also operates schedules between Green Cove Springs and Camp Blanding over State Road No. 48 departing from Green Cove Springs at 7:15 A.M. daily except Sunday and returning from Camp Blanding to Green Cove Springs at 4:30 P.M. daily except Sunday.

2. J. Oliver Miller, the holder and owner of Certificate No. 573, operates between St. Augustine and Camp Blanding via Green Cove Springs, Florida. His operation duplicates and parallels the operation of Orange Lines, Inc., over State Road 48 between Camp Blanding and Green Cove Springs.

3. Florida Motor Lines Corporation also operates over the route between Camp Blanding and Green Cove Springs.

4. It has been represented to the Commission that Orange Lines, Inc., is now compelled to devote a great majority of its equipment to carriage between Camp Blanding and Jacksonville and between Camp Blanding and Starke. The equipment that it has assigned to the maintenance of schedules between Camp Blanding and Green Cove Springs could very profitably be used in the heavier carriage between Camp Blanding and Jacksonville and between Camp Blanding and Starke, and the authorities at Camp Blanding have requested that Orange Lines, Inc., be relieved of schedules between Camp Blanding and Green Cove Springs

in order that it might devote all of its equipment to the carriage of passengers between Camp Blanding and Jacksonville and between Camp Blanding and Starke. It is also represented to the Commission that Florida Motor Lines Corporation is unable to furnish additional equipment between Camp Blanding and Green Cove Springs.

5. In order to meet the demands of the general public and the military and civilian personnel at Camp Blanding, Orange Lines, Inc., and J. Oliver Miller of St. Augustine, Florida, have entered into an agreement dated August 31, 1943 by which Orange Lines, Inc., has agreed to withdraw from all operations in common carriage of passengers between Camp Blanding and Green Cove Springs and to assign, subject to approval of this Commission, all of its schedules between such points to J. Oliver Miller. J. Oliver Miller has agreed that he will undertake the operation of these schedules for Orange Lines, Inc., between Camp Blanding and Green Cove Springs and will continue to operate said schedules or such other schedules as the Railroad Commission of the State of Florida may direct during the term of this contract. It was further agreed in this contract that Orange Lines, Inc., would have no interest in the operation of these particular schedules between Camp Blanding and Green Cove Springs over State Road 48 by John Oliver Miller and that such operation would be for his sole account and subject to such orders as the Railroad Commission might make. It was further mutually agreed between the parties that this contract was to continue as long as mutually agreeable and upon its termination Orange Lines, Inc., should be reinstated in its right to operate these schedules or such substituted schedules as may be directed by the Railroad Commission.

6. The Railroad Commission has carefully considered this agreement and finds that it is in the public interest and should be approved.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the Memorandum Agreement made and entered into on the 31st day of August, 1943, between Orange Lines, Inc., a corporation of Jacksonville, Florida, and J. Oliver Miller of St. Augustine, Florida, under the terms and conditions of which J. Oliver Miller has agreed to operate the schedules between Green Cove Springs and Camp Blanding over State Road 48, which are now being currently operated by Orange Lines, Inc., be and the same is, hereby, **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of September, 1943.

ORDER NO. 1650**DOCKET NO. 1059****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

IN RE: APPLICATION OF LEONARD A. JOHNSON OF ORLANDO, FLORIDA, FOR A CERTIFICATE AS A LIMITED COMMON CARRIER TRANSPORTING BY MOTOR VEHICLE PETROLEUM PRODUCTS IN BULK BETWEEN ALL PORTS OF ENTRY FOR PETROLEUM PRODUCTS IN FLORIDA TO POINTS AND PLACES WITHIN THE STATE OF FLORIDA.

1. Pursuant to Notice No. 827 dated April 9, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, April 27, 1943.

Campbell Thornal, Attorney at Law, Orlando, Florida, appeared for applicant.

Martin Sack of Jacksonville, Florida, appeared for Petroleum Carrier Corporation.

Lewis Hill of Tampa, Florida, appeared for Motor Fuels Transport, Inc.

H. H. Simms of Dothan, Alabama, appeared for St. Andrews Bay Transportation Company.

2. The applicant, Leonard A. Johnson, is the owner of four semi-trailer units suitable for the transportation of petroleum products in bulk. He desires to devote these units to the transportation of petroleum products consisting of gasoline and light oils from any port in Florida to any bulk plant or destination in Florida. His application was filed with this Commission on March 15, 1943. On June 18, 1942 this Commission by Order No. 1552, denied the application of this applicant for a Certificate of Public Convenience and Necessity to transport petroleum products under contract with Orange State Oil Company from Tampa, Florida, to Sanford, Florida. This application was denied principally on the ground that by reason of the operation of other contract carriers who were operating throughout Florida and transporting the bulk of gasoline and petroleum products that public convenience and necessity did not require the granting of his application. Since that time these two carriers mentioned in that order, that is to say—Motor Fuels Transport, Inc., and Petroleum Carrier Corporation, have been declared Common Carriers of petroleum products and are now engaged in the transportation of such products as common carriers throughout the State of Florida.

3. The record shows that the applicant has been very busily engaged in transporting petroleum products since the date of that order and especially during the present year. He has been engaged in what he terms the wholesale gasoline business, that is to say, he has bought and sold gasoline, and in addition to that has transported petroleum products for Orange State Oil Company, Sinclair Refining Company and American Oil Company. Based on the almost continuous use of his trucks during the first part of this year he seems to have transported between one and three million gallons of gasoline, the greater percentage of it having been transported for the oil companies. The transportation of 210,000 gallons of this gasoline was authorized by telegram from this Commission dated March 17, 1943 as an emergency matter and as a relief for American Oil Company which claimed it could not secure the services of certificated carriers for this particular transportation. The balance of this transportation seems to have been made without authority and all of it in equipment licensed for private service. The applicant now alleges that he will abide by the law and all the rules and regulations of this Commission if this application is granted.

4. The applicant presented representatives of four of the larger oil companies all of whom testified that their companies could use more transportation by motor vehicle if the same were available. That in many instances they had been unable to obtain transportation for their products as existing motor transportation facilities were inadequate to take care of all of their business. Some of these witnesses stated that the applicant had rendered valuable service to their companies in an emergency and were of opinion that his services were badly needed by the industry.

5. Motor Fuels Transport, Inc., with its principal office in Tampa, Florida, and Petroleum Carrier Corporation with its principal office in Jacksonville, Florida, are common carriers of petroleum products operating under Certificates from this Commission. These companies formerly operated under contract carrier certificates but were recently made common carriers and now operate transporting petroleum products for the general public under rates prescribed by this Commission. These two companies handle the great bulk of petroleum products transported within the State of Florida. Both of these companies opposed the granting of this application principally on the ground that they had sufficient equipment and were able, ready and willing to handle all petroleum products offered to them for transportation. These companies admitted that they were somewhat behind on their orders during September, October, November and December, 1942. They attributed this to the state of confusion which seemed to generally exist on account of war conditions. This confusion in petroleum transportation business was also accentuated by the necessity for expedited service for the government and to the various air fields which were then under construction throughout Florida. At

the hearing, however, they testified that they are practically up to date with their orders and have no orders on hand older than twenty-four hours. A witness for Motor Fuels Transport, Inc., testified that the transportation of petroleum products had greatly decreased and that they are well able to take care of all transportation that might be offered. To substantiate this, a witness testified that in December, 1942 they moved intrastate in Florida 5,936,000 gallons; in January, 1943, 5,600,000 gallons; in February, 1943, 3,144,000 gallons, and in March, 1943, 3,952,000 gallons. This witness also testified that they had fifty-six units continuously in service in this state since last fall and that they could now handle 30% more business than they were handling with their present personnel, and that by increasing the drivers from the present average to two men per truck it could increase its potential capacity about 45%. A witness for Petroleum Carrier Corporation testified that it was now operating thirty-four units out of Tampa and six out of Panama City. On January 1, of this year it was operating approximately twenty units out of Tampa.

6. The Commission has carefully considered the voluminous record in this case and the briefs filed, and has also taken into consideration the effect the granting of this application would have upon Certificated carriers engaged in the same business, and is of opinion that public convenience and necessity does not require the granting of this application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Leonard A. Johnson of Orlando, Florida, for a Certificate of Public Convenience and Necessity as a common carrier transporting by motor vehicle petroleum products in bulk between ports of entry for petroleum products in Florida to points and places within the State be and the same is, hereby, **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of September, 1943.

ORDER NO. 1651

DOCKET NO. 1040

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF AMERICAN VAN & STORAGE, INC., OF MIAMI, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO INCLUDE THE TRANSPORTATION OF NEW FURNITURE FROM FURNITURE STORES LOCATED IN MIAMI AND WITHIN A RADIUS OF TEN

MILES OF MIAMI OVER IRREGULAR ROUTES TO STORES AND RESIDENCES LOCATED AT POINTS AND PLACES WITHIN THE STATE OF FLORIDA.

1. Pursuant to Notice No. 935 dated August 6, 1943, this matter came on for formal hearing at the County Court House of Dade County in Miami, Florida, on August 30, 1943 at 10 o'clock A. M.

Leo P. Kitchen of the firm of Kitchen and Schwartz, Jacksonville, Florida, represented the applicant.

T. A. Leonard represented Leonard Brothers Transfer & Storage Company of Miami, Florida.

Neil Miller represented John E. Withers Transfer & Storage Company, Inc., of Miami, Florida.

2. At the hearing motion was made by counsel for applicant that the application be amended to increase the radius from Miami from ten to twenty-five miles and that whatever authority was granted to the applicant under this application the same authority should be extended to Leonard Brothers Transfer & Storage Company and John E. Withers Transfer & Storage Company, Inc., both of Miami, Florida. This motion was taken under advisement.

3. The applicant and witnesses produced at the hearing testified that by reason of the ruling of the O. D. T. and the limitation on the use of gasoline and tires and the use of lumber for crating purposes they had many calls to transport uncrated new furniture from points and places in and around Miami to destinations throughout the State of Florida. That the granting of this application would not affect common carriers of crated furniture because it would be much cheaper to ship crated furniture by the common carriers than it would be to ship it by the furniture in order to ship it by common carriers would be greater much cheaper to transport it by furniture haulers as the cost of crating the furniture in order to ship it by common carriers would be greater than the total cost of transportation. That, as a matter of fact, it is almost impossible now to get crating materials and such furniture as was now on display in the furniture stores uncrated has to be transported uncrated because of the great cost of having such furniture crated in order to ship it over common carriers. The applicant offered no objection to granting the same rights to Leonard Brothers Transfer & Storage Company and John E. Withers Transfer & Storage Company, Inc., for which he was applying.

4. The Commission has considered the record in this case and is of opinion that due to the emergency and the O. D. T. regulations with reference to tires and gasoline and the high crating expense of new

furniture that the application is in the public interest and should be granted. It is also of opinion that the same rights should be given the other household goods carriers in the Miami district.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the amended application of American Van & Storage, Inc., for an extension of its Certificate of Public Convenience and Necessity authorizing it to transport uncrated new furniture from furniture stores located in Miami, Florida, and within a radius of twenty-five miles of Miami over irregular routes to stores and residences at points and places within the State of Florida be and the same is, hereby, **APPROVED**.

It is furthered **ORDERED** that the same authority be granted to Leonard Brothers Transfer & Storage Company and John E. Withers Transfer & Storage Company, Inc., both of Miami, Florida, and that the Certificate of Public Convenience and Necessity of each of these companies should be extended to include this authority.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Miami, Florida, on August 30th, 1943.

ORDER NO. 1652

DOCKET NO. 573

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF JOHN OLIVER MILLER OF ST. AUGUSTINE, FLORIDA, FOR AN EXTENSION OF HIS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 210, AUTHORIZING HIM TO TRANSPORT BY MOTOR VEHICLE PASSENGERS AND LIGHT EXPRESS FROM MARINELAND, FLORIDA, TO DAYTONA BEACH, FLORIDA, VIA FLAGLER BEACH AND ORMOND BEACH, USING STATE ROAD NO. 140.

1. Pursuant to Notice No. 938 dated September 24, 1943, this matter came on for formal hearing before the Railroad Commission at the Court House in St. Augustine, Florida, on Monday, October 11, 1943 at 10 o'clock A. M.

A. W. Chadwick of St. Augustine, Florida, appeared for applicant.

A. Y. Milam, Jacksonville, Florida, appeared for Florida Motor Lines Corporation, Protestant.

2. John Oliver Miller now holds Certificate of Public Convenience

and Necessity No. 210 covering transportation of passengers and light express between St. Augustine and Camp Blanding and between St. Augustine and Marineland. He has been operating under this Certificate since 1939. He now desires to extend his Certificate authorizing the transportation of passengers and light express from Marineland via Flagler Beach and Ormond Beach to Daytona Beach over State Highway No. 140. The additional distance from Marineland to Daytona Beach will be approximately thirty-five miles, and the applicant proposes to operate two round-trip schedules daily between these points. The operation is proposed to accommodate men of the army and Coast Guard and civilian population living along the territory.

3. Florida Motor Lines Corporation has certificate rights over road No. 140 between St. Augustine and Daytona Beach and operated along this route for several years. At the request of the Civilian Defense authorities, upon approval of the Railroad Commission, Florida Motor Lines suspended service over this route but is ready to resume operation upon request of the Commission.

4. During the hearing the applicant agreed to amend its application limiting the same for the duration of the war and for a period of six months thereafter. Upon the granting of this motion to amend by the Commission Florida Motor Lines Corporation withdrew its opposition to the application with the request that its present authority over this particular Road No. 140 be protected.

5. The Commission has considered the application as amended and is of opinion that the same should be approved.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of John Oliver Miller of St. Augustine, Florida, for an extension of his Certificate of Public Convenience and Necessity No. 210, authorizing the transportation by motor vehicle of passengers and light express between Marineland and Daytona Beach, Florida, via Flagler Beach and Ormond Beach, Florida, over State Road No. 140 for the duration of the war and six months thereafter, be and the same in, hereby, **APPROVED**.

It is further **ORDERED** that the granting of this application is without prejudice to the rights of Florida Motor Lines Corporation over State Highway No. 140 between St. Augustine, Florida, and Daytona Beach, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at St. Augustine, Florida, on October 11, 1943.

ORDER NO. 1653**DOCKET NO. 100-104****BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA**

IN RE: JOINT APPLICATION OF D. G. SHAW, TRADING AND DOING BUSINESS AS SHAW FURNITURE TRANSFER COMPANY, AND SHAW FURNITURE TRANSFER COMPANY, INC., A CORPORATION, BOTH OF JACKSONVILLE, FLORIDA, FOR APPROVAL OF THE TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 40 FROM D. G. SHAW, TRADING AND DOING BUSINESS AS SHAW FURNITURE TRANSFER COMPANY TO SHAW FURNITURE TRANSFER COMPANY, INC.

1. Pursuant to Notice No. 938 dated September 24, 1932, this matter came on for hearing before the Railroad Commission of the State of Florida in session at the Court House in St. Augustine, Florida, on October 11, 1943.

J. W. Pettyjohn, 205 Graham Building, Jacksonville, Florida, appeared for applicant.

No one appeared in opposition.

2. On November 13, 1929 this Commission issued Certificate of Public Convenience and Necessity No. 40 under the "Grandfather" clause of the statute to D. G. Shaw, trading and doing business as Shaw Furniture Transfer Company, authorizing the transportation by motor vehicle of uncrated used household goods, office and store fixtures. This company has operated under this Certificate since that time. Due to the ill health of D. G. Shaw, who has been operating this business, he has been compelled to surrender the active conduct of the business and a corporation known as Shaw Furniture Transfer Company, Inc., was on April 10, 1943 organized to take over and operate the same. A copy of Certificate of Incorporation of Shaw Furniture Transfer Company, Inc., under the signature of R. A. Gray, Secretary of State of the State of Florida and the Great Seal of the State of Florida, was filed in this case from which it appears that this new company is authorized to do business in the State of Florida. The original bill of sale evidencing the sale of this Certificate and other property was exhibited to the Commission and was filed subject to withdrawal and substitution of conformed copy thereof.

3. The Commission has considered the evidence in this case and, it appearing that there was no opposition to the transfer of this Certificate, and that Shaw Furniture Transfer Company, Inc., is financially able to carry on the business, is of opinion that public convenience and necessity require the granting of the application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of D. G. Shaw, trading and doing business as Shaw Furniture Transfer Company of Jacksonville, Florida, and Shaw Furniture Transfer Company, Inc., of Jacksonville, Florida, for approval of the transfer of Certificate No. 40 authorizing the transportation by motor vehicle of used uncrated household goods, office furniture and fixtures under the rules of this Commission from D. G. Shaw, trading and doing business as Shaw Furniture Transfer Company to Shaw Furniture Transfer Company, Inc., be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at St. Augustine, Florida, the 11th day of October, 1943.

ORDER NO. 1654

DOCKET NO. 664

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JOINT APPLICATION OF MOTOR FUELS TRANSPORT, INC., TAMPA, FLORIDA, AND MOTOR FUEL CARRIERS, INC., TAMPA, FLORIDA, FOR TRANSFER OF LIMITED COMMON CARRIER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 16, TO MOTOR FUEL CARRIERS, INC.

1. Pursuant to Notice No. 938, this matter came on for hearing before the Railroad Commission of the State of Florida at 10 o'clock A.M. at the Dade County Court House, Miami, Florida, on Friday, November 12, 1943. The following appeared:

Lewis H. Hill, Jr., Attorney at Law, Tampa, Florida, for applicants.

Martin Sack, Attorney at Law, Jacksonville, Florida, represented Petroleum Carrier Corporation.

2. This is a joint application filed by Motor Fuels Transport, Inc., a Florida corporation, transferror, and Motor Fuel Carriers, Inc., a Florida corporation, transferee, for transfer of Certificate of Public Convenience and Necessity No. 16 from Motor Fuels Transport, Inc., to Motor Fuel Carriers, Inc.

3. Limited Common Carrier Certificate of Public Convenience and Necessity No. 16 authorizes Motor Fuels Transport, Inc., to transport bulk petroleum products in tank trucks to all points in the State of Florida over irregular routes. Motor Fuel Carriers, Inc., is a corporation duly organized and existing under the laws of the State of Florida and has its main office in Tampa Florida. Evidence was presented to the Commission that Motor Fuel Carriers, Inc., had purchased from Motor Fuels Transport, Inc., free and clear of all liens and indebtedness, except cer-

tain equipment obligations, all tractors, semi-trailers and other assets including all rights in and to limited common carrier Certificate of Public Convenience and Necessity No. 16, issued by the Florida Railroad Commission on November 9, 1942, for the net purchase price of \$116,632.29. Transferee agrees to assume and to pay all liabilities outstanding against transferor imposed by law or the rules and regulations of the Florida Railroad Commission. It was shown to the Commission that the officials of transferee are all experienced in matters relating to transportation of bulk petroleum products by motor vehicle. Both transferor and transferee requested that the Commission grant the application and make November 1, 1943 the effective date of the transfer. Petroleum Carrier Corporation, the principal competitor of transferor, was represented at the hearing by counsel and offered no objections to the transfer to Motor Fuel Carriers, Inc. It appears from the record that transferee is financially fit, willing and able to adequately and efficiently carry on the operations authorized by Limited Common Carrier Certificate No. 16.

4. The Commission has given careful consideration to all the evidence and has considered the effect the granting of the application would have on existing transportation facilities and is of the opinion that the application should be granted.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of Motor Fuels Transport, Inc., Tampa, Florida, and Motor Fuel Carriers, Inc., Tampa, Florida, for transfer of Limited Common Carrier Certificate of Public Convenience and Necessity No. 16 to Motor Fuel Carriers, Inc., be and the same is hereby **APPROVED**.

It is further **ORDERED** that transfer be made effective November 1, 1943.

It is further provided that Motor Fuel Carriers, Inc., will be required to file an Annual Report of its operations for the months of November and December, 1943.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 24th day of November, 1943.

ORDER NO. 1655

DOCKET NO. 866

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
IN RE: APPLICATION OF ALABAMA & FLORIDA TRANSPORTATION
COMPANY OF DOTHAN, ALABAMA, FOR CANCELLATION OF

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 248.

The Commission by its Orders No. 1508 dated December 9, 1941, and No. 1526 dated January 22, 1942, authorized the Alabama & Florida Transportation Company to operate as a common carrier of freight by motor vehicle between the Florida-Alabama State Line and Greenwood via Malone, Florida. On July 18, 1943, A. P. Leddon, President and General Manager of the Alabama and Florida Transportation Company, wrote a letter to this Commission which was received on July 20, 1943 requesting cancellation of Certificate of Public Convenience and Necessity No. 248. He represented to the Commission that the operations were not profitable and that it had become necessary for him to abandon the line.

The Commission has given careful consideration to the matter and is of opinion that the application should be granted.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 248, dated February 9, 1942 be and the same is, hereby, **CANCELLED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of December, 1943.

ORDER NO. 1656

DOCKET NO. 1095

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: APPLICATION OF T. N. RUSS, DOING BUSINESS AS RUSS TRUCK LINE, WINTER GARDEN, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE AS A CONTRACT CARRIER TRANSPORTING ICE UNDER CONTRACTS WITH THE ATLANTIC COMPANY, A CORPORATION AND THE ORLANDO ICE DELIVERY COMPANY, A CORPORATION, BETWEEN WINTER GARDEN AND ORLANDO, FLORIDA, AND POINTS AND PLACES IN THE STATE OF FLORIDA.

Pursuant to Notice No. 940 dated November 5, 1943, this matter came on for hearing before the Railroad Commission of the State of Florida at the Angebilt Hotel, Orlando, Florida, on Wednesday, December 1, 1943.

J. B. Rodgers, Jr., Attorney at Law, appeared for the applicant.

This is an application filed by T. N. Russ, doing business as Russ Truck Line asking for authority to transport ice under contracts with the Atlantic Company, a corporation, and the Orlando Ice Delivery Company, a corporation, between Winter Garden and Orlando, Florida, and points and places in the State of Florida.

Evidence was presented to the Commission showing that the Atlantic Company and the Orlando Ice Delivery Company furnish large amounts of ice for the purpose of icing cars to be used in shipping fruits and vegetables. Representatives of both companies stated that existing transportation facilities were inadequate to take care of their needs and especially during the present war emergency. They stated that it was necessary to have some transportation company subject to their call at any time in order to prevent highly perishable fruits and vegetables from being spoiled.

The applicant has been engaged in the hauling of fruits and vegetables for approximately seven years. He has also been transporting ice for the Atlantic Company and the Orlando Ice Delivery Company for approximately one year. The applicant did not know that he was required to obtain authority from this Commission to operate but upon being so advised he immediately filed his application for a contract carrier certificate. He stated that the rates to be charged for transportation of ice would in no event be lower than the rates authorized by the Florida Railroad Commission for either rail or motor common carrier. It appears from the record that applicant is financially fit and able to conduct the operations. The Commission has given careful consideration to all the evidence of record and is of opinion that the granting of the application would be in the public interest and would meet the requirements of public convenience and necessity.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of T. N. Russ, doing business as Russ Truck Line, Winter Garden, Florida, for a Certificate of Public Convenience and Necessity as a Contract Carrier transporting ice under contracts with the Atlantic Company, a corporation, and the Orlando Ice Delivery Company, a corporation, between Winter Garden and Orlando, Florida, and points and places in the State of Florida, and the same is, hereby, **GRANTED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in open session at the Angebilt Hotel, Orlando, Florida, the 1st day of December, 1943.

**Report of
Special Counsel**

REPORT OF SPECIAL COUNSEL TO THE FLORIDA RAILROAD COMMISSION FOR THE YEAR 1943

Counsel for the Railroad Commission employed under the provision of Section 6733 of the Compiled General Laws of Florida, submits the following report for the year 1943.

INTERSTATE COMMERCE CASES

1. Class Rates Within Southern Territory. Docket No. 28300.

On October 1, 1936, the Florida Railroad Commission filed its petition praying the Interstate Commerce Commission to institute an investigation into the Class Rates within Southern Territory, and that an order be issued requiring the establishment of just and reasonable class rates within said territory.

This petition was supplemental to a petition filed by the Joint Conference of Southern State Commissioners and Shippers of which the Florida Railroad Commission is a member.

The present Class Freight rates applicable in Southern territory are the result of investigation and decision of the Interstate Commerce Commission in Southern Class Rate Investigation, Docket No. 13494, and shown in both the original and supplemental reports of the Interstate Commerce Commission and cited and reported in 100 I. C. C. 513; 109 I. C. C. 300; 113 I. C. C. 200 and 128 I. C. C. 567.

This investigation was commenced in 1920 and occupied several years during which economic conditions were unusual and the country was enjoying a period of prosperity greater than has existed since the rates became effective, and prices of commodities at that time were upon a much higher level than at the present time.

Southern territory, as the term was used in the original report in Southern Class Rate Investigation (100 I. C. C. 513), was stated to be roughly the territory east of the Mississippi River and south of the Ohio River and the line of the Norfolk and Western from Bristol, Tennessee-Virginia, to Norfolk, Virginia. It did not include the east corner of Kentucky served by the Chesapeake & Ohio.

Petition was filed with the Interstate Commerce Commission asking:

"That for purpose of this petition Southern territory shall be that territory beginning at Norfolk, Virginia (including Newport News, Virginia, and other points in the Hampton Roads area), then following the line of the Virginian Railway to Roanoke, Virginia; then the line of the Norfolk & Western Railway to Kenova, West Virginia (including

St. Paul, Virginia and Bristol, Virginia-Tennessee, respectively on the Norton and Bristol lines of the Norfolk & Western Railway, also including the so-called southern Ohio Group); then following the line of the Chesapeake & Ohio Railway to Cincinnati, Ohio (excluding local points on the Chesapeake & Ohio in Kentucky); then following the Ohio River to Cairo, Illinois, including north-bank Ohio River points and Lexington, Kentucky; then following the Mississippi River in a southerly direction to New Orleans, Louisiana, and the mouth of the Mississippi River, including west-bank Mississippi River points; then east along the shore of the Gulf of Mexico to the Atlantic Ocean; then north along the shore of the Atlantic Ocean to Hampton Roads, Virginia."

This Commission filed its statement with the Interstate Commerce Commission prior to December 12, 1936, and contended that the issues should not be broadened but should be confined within the limits indicated in its petition.

Further proceedings in this matter were postponed for a time but preparations are now being made for a full investigation into the reasonableness of the Class Rates within Southern Territory.

As a preliminary to formal hearings it appeared to the Interstate Commerce Commission that it would be desirable to hold an informal conference with counsel for the respondents and interested persons who anticipate appearing at the hearings. The purpose of such informal conference was to develop more clearly what matters are in issue, and what particular phases of the general subjects designated in the orders of investigation shall be first explored. It was thought desirable to discuss informally the general character of factual matters which should be developed upon the record, and how such matters may best be shown, and to minimize lost motion and inclusion of irrelevant and immaterial matter. This conference was held at Chicago, Ill., October 28, 1940, at which the Florida Railroad Commissions was represented by members of its official staff.

The first hearing in this investigation was held in St. Louis, Missouri, on July 10, 1941. It was presided over by Commissioner Clyde B. Aitchison, Commissioner Walter M. W. Splawn and Commissioner J. H. Alldredge. State Commissioners Scott of South Carolina, Murphy of Oklahoma and Maconichi of Ohio sat with the members of the Interstate Commerce Commission.

Dr. Ford K Edwards, Principal Economist of the Cost Finding Section of the Interstate Commerce Commission presented his cost findings for railroad operations together with a Supplementary Text. The Text is Exhibit 2, and the Cost Studies are identified as Exhibit 3. These Cost Studies show unit costs by territories and relative freight costs

in the territories were evolved for use in developing Class Scales. The studies reflect the average cost based on net loads or revenue loads of freight. These cost studies arrived at the conclusion that the Southern territory is the lowest cost territory in the United States.

Mr. Jensen, Classification Expert and Assistant to the Director of Bureau of Traffic, presented his proposed basic of revision of classification scales intraterritorially and interterritorially as Exhibit No. 7. His study would place Central Freight Association territory on a basic scale of 100%; Eastern Trunk Line territory and lower New England territory at 105%; Maine, New Hampshire and Vermont on basic scale of 115%; Northern Michigan, Wisconsin, Southeastern half of Minnesota, Iowa, Missouri, Kentucky and the Northern fringe of Tennessee and the Northern portion of North Carolina on a basic scale of 110%. South of the Nashville-Bristol-Raleigh line in Southern territory Mr. Jensen proposed a basic scale of 120%, including Florida, but eliminated the Florida arbitraries. He testified that the imposition of the Florida arbitraries would be harmful to the interest of the carriers.

Attempts were made to break down Dr. Edwards' cost studies by counsel for the railroads but they did not succeed in shaking his conclusions.

The rail carriers not being ready to proceed at this hearing it was adjourned subject to announcement by the Interstate Commerce Commission of the date of the next hearing.

Since September 12, 1940, when a conference was held at Orlando, Florida, between the Florida Rate Conference and staff members of the Florida Railroad Commission, preparations have been made for this case.

The Railroad Commission secured the services of Mr. F. C. Hillyer, Commerce Attorney, Jacksonville, Florida; Mr. T. C. Maurer of the Jacksonville Traffic Bureau, Jacksonville, Florida; Mr. Thos. E. Grady of the Greater Miami Traffic Association, Miami, Florida, and Mr. J. H. Donnell, Traffic Expert of the Tampa Traffic Association, Tampa, Florida, all members of the Florida Rate Conference, to prepare technical rate studies of rail, water and truck rates, also import and export traffic, and such other matters as they thought would prove essential to this case. These traffic experts were prepared to testify at the first hearing but their testimony was not called for.

The second hearing in this investigation was held at Indianapolis, Indiana, commencing September 22d and adjourning on the afternoon of October 1st, 1942.

Commissioner Jerry W. Carter, as a member of the Class Rate Committee of the Southern States Railroad Commissions, attended the Indianapolis hearing representing the Florida Railroad Commission.

Division 2, Commissioners Aitchson, Splawn and Alldredge, sat at Indianapolis, with State Commissioners H. W. Scott of South Carolina, J. J. Murphy of South Dakota and George McConnaughey of Ohio. The I. C. C.'s staff consisted of rate-examiners Kobel, Carter and Haden; Principal Economist, Dr. Ford K. Edwards; Chief of the I. C. C.'s Cost-finding Section, Gilbert F. Parr; Bert M. Smelker, Attorney for the Commission; and Dr. Beatrice Aitcheson, associate economist.

The Railroads.

The second hearing consisted, generally speaking, of the presentation of additional cost studies and economic studies, made by the Commission's own staff; and the testimony and exhibits of the Southern railroads, the Eastern railroads, the Central Territory railroads and the Western railroads.

All of the railroads reserved the right to present additional testimony at the third hearing in rebuttal of the supplemental studies of the Commission's experts, and in rebuttal of shipper testimony.

The Florida Railroads.

In the course of the testimony for the Southern railroads, Mr. Hinnant, of the Atlantic Coast Line, for the Florida railroads, testified in opposition to the proposal of Mr. Jensen (witness for the I. C. C. at the St. Louis hearing in 1941) that the Florida arbitraries be eliminated. Mr. Hinnant introduced an exhibit showing the results of operations of the Florida lines, and their traffic density, in support of the continuation of the Florida arbitraries.

The Railroads' General Attitude.

The railroads in each of the three major rate territories in general took a negative attitude towards the proceeding. Their main theme was that they are satisfied with their present respective intra-territorial rates and classifications; that they do not want to make any changes; and that there have been no complaints as to existing class rates or ratings, intimating that the shipping public is satisfied with the present class rates.

Motions to Discontinue.

The American Automobile Association, through its traffic manager, Mr. Moore, attempted to file a motion to discontinue the proceeding, but this, and a like motion of Anheuser-Busch were denied, quickly and firmly, by the Bench.

The T. V. A.

The Tennessee Valley Authority presented extensive economic studies showing the economic effect of the differences in inter-territorial class rate levels upon the location of industry. The T. V. A. advocated uni-

formity in class rates so as to separate and widely diffuse industry, in the interest of national economy.

The Southern States.

The Southern states (East of the Mississippi) presented first, Governor Prentis Cooper of Tennessee, Chairman of the Southern Governors' Class Rate Committee, who outlined the position of the Southern Governors, their prayer for uniformity in class rates and uniformity in classification ratings east of the Mississippi River, and the desire of the South that others sections should share in the uniformity.

A number of shipper-executives of particular industries in the South testified as to their difficulties in meeting the Northern competition under the existing class-rates. These witnesses made a splendid showing of actual shipper-interest in the proceeding. (In previous class-rate cases there was no showing of this type.)

Governor Holland:

At noon on Tuesday, September 29, Governor Spessard L. Holland was presented as a witness. As a member of the Southern Governors' Class-Rate Committee, he concurred in Governor Cooper's (Tenn.) testimony, urging the necessity for uniformity in class rates and ratings east of the Mississippi River. His position was that the level of the uniform class rates should be left to the discretion of the Commission, and so fixed that the railroads can earn money. The Governor emphasized particularly the elimination of the Florida arbitraries, as proposed by Mr. Jensen (I. C. C. expert).

The grounds stated by Governor Holland for the elimination of the Florida arbitraries were, in substance that Florida has grown since the Southern Class Rate Investigation (1922 to 1928) from a pioneer state to one of the most important states of the Union in tons of railroad revenue freight originated and terminated; that, because of Florida's geographical location the railroads in Florida face more water and truck competition than in any other state; that the Florida arbitraries have fostered the growth of water and truck tonnage, and have hindered the development of high grade manufactured products in Florida, to the injury of the state and the railroads; and that the Florida railroads are experiencing high earnings on their rate-making values.

He urged that the Commission proceed promptly with the disposition of this three-year-old investigation, pointing out that the federal authorities controlling the War Effort had urged the Governors to assist in the dissemination of industry, as a part of the national policy, so that our far-flung war industries may be converted to peace time operations

at the end of the war, and so that the nation may not be caught unprepared in the future.

This point was advanced by the Governor at a critical time in the hearing and overcame the adverse effect of certain inadvertant but damaging expressions of our friends during cross-examination on previous days.

Florida's Expert Witnesses.

Under the direction of the Railroad Commission of Florida extensive technical studies have been in the course of preparation for a period of about two years for the special purpose of this Investigation. (Florida's exhibits and stencilled testimony consisted of over 100,000 sheets weighing nearly a ton).

Mr. T. C. Maurer, rate expert of Jacksonville, presented 114 pages of exhibits consisting of technical studies of actual class rates and classification ratings from representative Florida cities to the South and the North, showing particularly the 8 inflationary elements which result in class rates from Peninsula Florida to the North which are on an extremeley high level above the rates within the North. Our rates to the North range as high as 220% of the class rates for like distances within the North.

Mr. Jos. H. Donnell, traffic expert of Tampa, presented numerous graphs showing how vastly Florida has grown in population, in rail revenue traffic originated and terminated, as compared with many states throughout the nation, how low are the taxes paid by railroads in Florida as compared with many states; and how favorable are the transportation conditions in Florida. Mr. Donnell's testimony made a conclusive and effective showing that Florida should no longer be treated as an appendix, but as a part of the South, in rate-making.

Mr. Thos. E. Grady, rate and traffic expert of Miami, showed that Florida's geographical location makes water and truck competition in Florida much more potent than in any other state in the Union; that the Florida arbitraries are not charged by the railroads on Florida intra-state class-rate traffic, classes 1 to 7; that the arbitraries have been injurious to the railroads, in that Florida's waterborne tonnage in 1939 had grown to Sixteen Million tons; and that Florida now ranks fifth among Atlantic coastal states in tons of foreign waterborne commerce.

Roland E. Eutsler, Ph. D., Director of the Bureau of Economics and Business Research, University of Florida, who had been designated for the case by Dr. Tigert, at the request of the Governor and the Railroad Commission of Florida, presented economic studies of a number of Florida plants in scattered sections of Florida which manufactured high-valued

articles which actually move at **class-rates**. The results of his studies were most effective.

The West:

Numerous witnesses were heard in a rushed and summary fashion, after the conclusion of Florida's case. They represented the Southwestern and near-Western states and State Commissions, and some of the state Universities, such as Iowa, Missouri, Oklahoma, Louisiana, Texas, Arkansas, Nebraska, Kansas, the Dakotas and Minnesota. All of these are supporting uniformity in class rates and classification ratings.

The Color of the Case:

The investigation, thus far, has been handled excellently by those who favor uniformity; and the trend of the comments from the Bench warrant the feeling that this case will result in the Elimination of the Florida arbitraries; the elimination of the chaotic Exceptions to the Classification; the Unification of classification ratings and descriptions; the Unification in the percentage relationships of the various classes to class 1; and the Elimination of, or Narrowing of the wide differences between the class-1 rates within the South and the North.

Governor Holland and Messrs. Maurer, Donnell, Grady and Eutsler effectively presented Florida's case. Special commendation is due Commissioner Carter for his interest in the case and Mr. F. C. Hillyer who gave valuable assistance in the preparation and presentation of this evidence.

A third hearing in this investigation was held in Columbus, Ohio, on November 16, 1942, and adjourned on November 27th, 1942.

At this hearing testimony was received in large volume from railroad and shipping witnesses. Commissioner Carter, Mr. Hillyer, Mr. Maurer and Mr. Grady and the Commission's Counsel, represented the Florida Railroad Commission at this hearing.

The case has been closed and briefs and reply briefs have been filed by parties in interest. The examiners have written a proposed report with respect to ratings only which has not been adopted by the Interstate Commerce Commission. Parties in interest have until March 15th, 1944 in which to file their exceptions to said proposed report. After exceptions have been filed the Interstate Commerce Commission will doubtless set the ratings down for oral argument and at some later date issue a proposed report with respect to rates.

2. **Before the Interstate Commerce Commission. Finance Docket No. 14171—Application of Russell M. Van Kirk and Jacksonville, Gainesville and Gulf Railway for Permission to Abandon the Line of Railway Extending from Gainesville to Emathla, Florida.**

The Florida Railroad Commission intervened in above styled cause and appeared at the formal hearing in Gainesville on Tuesday, August 24, 1943. Counsel for the Commission and the Commission's accountant assisted shippers and receivers of freight in presenting evidence in opposition to the granting of this application. The matter is still pending before the Interstate Commerce Commission.

LAW CASES

1. **Atlantic Coast Line Railroad Company, et al. vs. Railroad Commission of the State of Florida and Flamingo Truck Lines, Inc. Supreme Court of Florida. Certiorari.**

On June 24, 1941, after formal hearing, the Railroad Commission entered its Order No. 1478 approving the application of Flamingo Truck Lines, Inc., of Jacksonville, Florida, for an extension of its Certificate of Public Convenience and Necessity to operate in intrastate commerce as a common carriers of freight between the Georgia-Florida State line and Tampa, and between Tallahassee and Live Oak, and between Tallahassee and Marianna and between Jacksonville and Tallahassee serving intermediate points.

Petition for Writ of Certiorari to review this order was filed in the Supreme Court of Florida by the Atlantic Coast Line Railroad Company, Railway Express Agency, Receivers of Seaboard Air Line Railway and Central Truck Lines, Inc.

This matter was fully briefed by all parties and heard in oral argument on December 11, 1941.

On January 9, 1942, the Court handed down its opinion quashing the Writ of Certiorari and sustaining the order of the Railroad Commission. Rehearing was denied on February 5, 1942.

The opinion of the Court is reported inFla.....; 5 So. (2d) 708.

2. **Florida Motor Lines Corporation vs. Florida Railroad Commission. Supreme Court of Florida. Certiorari.**

By order No. 1452 dated April 30, 1941, the Railroad Commission awarded a certificate of public convenience and necessity to Georgia-Florida Coaches, Inc., of Lake City, Florida, authorizing it to transport passengers, baggage, newspapers and light express between Georgia-Florida State line and Williston, Florida, via Lake City, Lake Butler, Gainesville and Archer over State Highways 82, 2, 1, 28, 49, 99, 13 and 5. Florida Motor Lines Corporation appeared at the hearing and objected to the granting of this application on the ground that it served several of the specific routes sought and also served the territory involved. It also made a tender of service over such portion of the routes as it did

not serve in the event the Railroad Commission found that public convenience and necessity required the service.

Upon the granting of the order, and on June 20, 1941, Florida Motor Lines Corporation filed in the Supreme Court of Florida its petition in certiorari, together with its brief in support of such petition praying the court to grant its Writ of Certiorari and to quash the order.

Counsel for Georgia-Florida Coaches, Inc., filed its brief as amicus curia. Briefs of all parties were filed in the cause and the same argued before the Supreme Court on October 27, 1941.

On December 9, 1941 the Court denied the petition for Writ of Certiorari and sustained the order of the Railroad Commission.

Rehearing was granted upon application of petitioners and on rehearing a majority of the Court sustained the order of the Commission holding that there was substantial evidence to sustain the order, and no rule of law was violated by the Commission.

The opinion of the Court is reported in — Fla. —; 7 So. (2d) 843.

3. **Florida Railroad Commission vs. Harry Green. Circuit Court Jackson County, Florida. Injunction.**

On February 6, 1941, bill of complaint for injunction was filed by the Railroad Commission against Harry Green alleging that he was operating as a Star Mail Carrier by motor vehicle under the postal authorities of the United States government between Apalachicola and Marianna via Port St. Joe, Wewahitchka and Blountstown, and is violation of the law in that he was transporting passengers and freight without authority from this Commission.

A. W. Lee, doing business as Lee's Coach Line, who operates as a certificated carrier over this territory, was allowed to intervene in this cause.

On February 22, 1941, after hearing, the Circuit Judge of the Circuit Court of Jackson County, Florida, entered a temporary restraining order restraining the defendant from transporting in any motor vehicle any person or persons from whom he accepts or receives money, or anything of value, as compensation or as a recompense for it to transport such person or persons until the defendant complies with the provisions of the statutes and receives proper authority from the Railroad Commission for such transportation.

The foregoing is a brief resume of the more important cases participated in and handled by your counsel before the Interstate Commerce Commission and the law Courts. This report gives no consideration to

the many hearings before the Commission which counsel attends, nor to the number of opinions he is called upon to render and write upon various phases of the regulatory law.

For the convenience of the Commission, and of those who appear before it in various cases, an appendix is attached hereto listing the more important cases in which the motor vehicle statute has been construed by the Court with a short statement of the holding of the Courts in each case.

Respectfully submitted,
THEO. T. TURNBULL,
Counsel.

APPENDIX TO REPORT OF SPECIAL COUNSEL
Decisions Interpreting Florida Motor Transportation Laws

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Cahoon vs. Smith, 99 Fla. 1174; 128 So. 632. Decided May 21, 1930.

Smith, the owner and operator of two motor vehicles used to transport goods under private contract for compensation on the public highways between fixed termini and over regular routes, was arrested for failure to apply and secure a Certificate of Public Convenience and Necessity and conform to the other requirements of Chapter 13,700, Acts of 1929. He brought habeas corpus and the Circuit Court for Duval County held the Act unconstitutional as applied to such carriers. This was reversed on appeal, the Supreme Court holding:

1. Chapter 13,700, Acts of 1929, not invalid as to title.
2. The mileage tax imposed, not invalid because a "toll" for the use of public highways, but is a valid "license" upon the business of transporting for compensation. (Sec. 14, Ch. 13,700, Acts of 1929.)
3. The exemptions in the Act are not arbitrary, unreasonable, or unlawfully discriminatory. (Id. Sec. 1.)
4. The Act does not require private carriers to assume common carrier functions and liabilities, the provisions applicable to private carriers for compensation are separable. (Id.)

(This case reversed by the Supreme Court of the United States. See Smith vs. Cahoon below.)

Smith vs. Cahoon, 283 U. S. 555; 75 L. Ed. 1264. Decided May 25, 1931.

Appeal from the decision of the Supreme Court of Florida in the case of Cahoon vs. Smith, 99 Fla. 1174, 128 So. 632, which upheld the constitutionality of Chapter 13,700, Laws of Florida, Acts of 1929, as applied to private contract carriers for compensation. **HELD:** Florida Supreme Court reversed; statute invalid as to applicant:

1. The statute purports to require such private carriers to assume the duties and liabilities of common carriers, there being no distinction between the two on the face of this statute and the imposition of such obligations on private carriers being beyond the power of the State. (Ch. 13,700, Acts of 1929.)
2. The statute is void for uncertainty because not expressly distinguished the provisions legally applicable to private carriers from those applicable to common carriers. (Id.)
3. The Act is void because of discrimination in favor of certain private carriers who are exempted, (as against others engaged in like transportation) the classification not being based on anything related to public safety on the highway. (Id.)

Florida Motor Lines vs. Railroad Commissioners, 100 Fla. 538; 129 So. 876. Decided August 4, 1930.

After hearing, Commission granted Georgia-Florida Motor Lines authority to substitute four 25-passenger busses for the five 7-passenger sedans it had been operating under its "grandfather" certificate. Florida Motor Lines objected on the ground that it was operating in the territory involved (Jacksonville to Miami) and was allowed under its certificate sufficient equipment to take care of twice the number of passengers using bus service, and no public convenience and necessity had been shown by applicant. Relief is sought by certiorari.

HELD: Order of Commission quashed.

1. Under Chapter 13,700, Acts of 1929, application for substitution of busses as here was in nature of application of new service, and others already rendering similar service should be considered, and the law contemplates consideration of their rights and privilege where they will be materially injured. Commission did not give due consideration to the statutory privileges of petitioner or to the rights of the public to exclude unnecessary vehicles from operating for hire over the highways. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. Writ of certiorari is proper method of appeal from quasijudicial or judicial orders of Railroad Commission, the ultimate adjudication being to quash the judgment or order reviewed or to quash the writ of certiorari.

3. Administrative, ministerial and judicial functions of Railroad Commission upheld as constitutional and not being among those "powers of government" which must be separately administered by the three main departments.

Seaboard Air Line Railroad Company vs Wells, 100 Fla. 1027, 130 So. 587. Decided October 28, 1930.

Commission granted Union Bus Company authority to inaugurate night schedule between Jacksonville and Marianna without considering the effect on existing rail service. The Railway company brings certiorari.

HELD: Order of Commission quashed because due consideration not given to existing rail service.

1. The provision in Chapter 13,700, Acts of 1929, providing that in granting an application for a certificate the Commission "may take into consideration" certain elements including the effect it may have 'upon' other transportation facilities within the territory" means such consideration **MUST** be given since the proceedings are for the public benefit,

and rail service is among the facilities to be considered. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. The word "necessity" as used in the statute does not mean an absolute and indispensable necessity, but one reasonably necessary to meet the public needs. Public convenience and necessity must to a large extent depend on facts of each case. (Id. Sec. 2.)

3. Certiorari is the proper remedy (Citing Fla. Motor Lines vs. Railroad Commissioners, 100 Fla. 538; So. 876.)

In re Edwards, 100 Fla. 989; 130 So. 615. Decided October 22, 1930.

About a year after April 19, 1929 ("Grandfather date" in Chapter 13,700, Acts of 1929) Edwards applied for and was denied by the Commission a certificate, claimed as a matter of right, to operate a truck service between Haines City and Orlando. On certiorari to review Commission order.

HELD: Certiorari denied:

1. "Grandfather" privilege was not exercised within a reasonable time. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. Petition for Writ of Certiorari must set forth the substance of the evidence if it is to be relied upon in any way to show the invalidity of a Commission order based upon it—mere setting forth the order with the statement that it was unsupported by the evidence is insufficient, being a conclusion of the pleader.

Seaboard Air Line Railroad Company vs. Wells, 100 Fla. 1631; 131 So. 777.

(Known as the Pace Case.) Decided January 8, 1931.

Upon application and hearing under Chapter 13,700, Acts of 1929, H. E. Pace was granted by Railroad Commission a certificate of public convenience and necessity to operate a truck service between Jacksonville and Tallahassee. The Commission did not consider the effect on existing rail carriers and whether they could furnish any additional service needed. The Seaboard brings certiorari to quash the order of the Commission.

HELD: Commission order quashed:

1. Commission did not proceed in accordance with the essential requirements of the law in refusing to consider the existing rail and express service. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. "There was no evidence showing that there was any real public

necessity for its (applicant's) operation, when the service afforded by the railway and express companies is taken into consideration." (Id. Sec. 2.)

Florida Motor Lines vs. State Railroad Commission, 101 Fla. 1018; 132 So. 851. Decided March 3, 1931.

(See previous case between same parties, 100 Fla. 538; 129 So. 876.)

The Commission granted Georgia-Florida Motor Lines authority to substitute 24-passenger busses for 7-passenger sedans on their run from Jacksonville to Miami on ground of public safety, comfort and convenience. The order granted protestant Florida Motor Lines a similar privilege upon proper showing being made. The latter brings certiorari to quash the order of the Commission on the ground that it was an existing carrier over the route, that it had not failed to provide facilities satisfactory to the Commission, and that there was no necessity for further passenger facilities over the route.

HELD: Certiorari denied.

1. Under Chapter 13,700, Acts of 1929, if there is substantial competent evidence legally sufficient to support the findings of the Commission, and no rule of law was violated, and the whole record does not show an abuse of authority or arbitrary action, the Commission order will not be set aside on certiorari.

2. Proof of public convenience and necessity as would support a new operation is not necessary to permit an existing certificate holder to improve its service by changing its type of equipment even over a route served by other carriers. (Sec. 3, Ch. 13,700, Acts of 1929.)

3. Order denies no right of Florida Motor Lines secured to it by statutes especially as here where the schedules of the two carriers are different and they operate from different termini. (Id.)

4. Railroad Commissioners are statutory officers and can exercise only such authority and functions as are expressly or impliedly provided for in statutes.

5. "The state may forbid the use of its highways in the business of transportation for hire even in interstate commerce, if no unjust discrimination is thereby perpetrated and federal instrumentalities are not hindered."

6. In absence of federal regulations, numbers, nature, size, weight and operation of vehicle used for hire on public highways may be regu-

lated even as to interstate commerce, where such commerce is not discriminated against or unduly burdened. (Sec. 3, Ch. 13,700, Acts of 1929.)

Alkazin vs. Wells, 47 Fed. (2) 904. Decided 1931.

Application for interlocutory injunction before a three-judge Federal District Court against the Florida Railroad Commission to restrain the enforcement against applicant of the provisions of Chapter 13,700, Acts of 1929, the contention being that since applicant was engaged exclusively in the interstate transportation of passengers, that such Act as to him is violative of the commerce clause of the United States Constitution of the fourteenth amendment to that Constitution and of the Federal Aid Act and the Federal Highway Act.

HELD: Interlocutory injunction denied:

1. State may require interstate motor carrier to obtain certificate of convenience and necessity as prerequisite of use of public highways, the same is grantable on application as matter of course. (Sec. 2, Ch. 13,700, Acts of 1929.)

2. State regulations enforceable against interstate carrier:

- a. Payment of reasonable, nondiscriminatory mileage tax. (Id. Sec. 14.)
- b. Reasonable regulations for protection of safety and comfort of passengers. (Id. Sec. 5.)
- c. Bond or insurance for protection of persons, other than passengers, who sustain injury due to carrier's negligence. (Id. Sec. 4.)
- d. Others which are not named.

Tyson vs. Stoutamire, 104 Fla. 505; 140 So. 454. Decided March 21, 1932.

Tyson was arrested for transporting, but not for compensation within the terms of Chapter 14764, in a private motor vehicle a greater gross load than the 16,000 lb. limit prescribed by Section 3 of Chapter 15625, Acts of 1931, the Motor Vehicle Licensing Act. He contends these laws create an unlawful discrimination against him since a certificated vehicle under Chapter 14764 is allowed a greater weight. Relief sought by Habeas Corpus.

HELD: No denial of equal protection of the laws:

1. The legislative classification of public service vehicles as against private ones for the purpose of regulation is valid and reasonable. (Sec. 1, Ch. 14,764, Acts of 1931.)

2. The legislature may impose on carriers for compensation such greater or less burden as its wisdom may dictate. (Id.)

3. Chapters 14764 and 15625 are not in irreconcilable conflict but are *pari materia* and must be construed together since both passed the same session of Legislature, both deal with same general subject and the latter provides that nothing therein shall repeal the former. (Purpose and intent of the two Acts stated.) (Id. Sec. 11.)

L. & N. Railway Company vs. Matthews, 104 Fla. 603; So. 469. Decided March 31, 1932.

(See previous case of Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1027; 130 So. 587.)

Certiorari by rail carriers to review Railroad Commission order granting to Union Bus Line a certificate of public convenience and necessity to operate night service between Jacksonville and Marianna.

HELD: Writ quashed.

1. On certiorari, even though the court might have reached a different conclusion on the evidence, this would not justify substitution of its judgment for that of the Railroad Commission within whose jurisdiction lies the power to decide the question of public convenience and necessity. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Review of findings and conclusions of Railroad Commission on certiorari is not appellate in its nature, so as to determine whether error was committed as on writ of error or appeal. (Id.)

Riley vs. Lawson, 106 Fla. 521; 143 So. 619. Decided August 24, 1932.

Riley, a citizen and taxpayer, brought a Bill of Complaint under Section 25, of Chapter 14764, Acts of 1931, to enjoin Lawson from engaging in the business of hauling as a "private contract carrier" as defined in the Act without having secured a certificate or permit from the Railroad Commission. The circuit judge dismissed the bill, holding the Act unconstitutional as applied to private contract carriers.

HELD: Act unconstitutional.

1. Use of public highways for gain is special and extraordinary, is not a right but a privilege even as to private contract carriers, and may be prohibited entirely by the Legislature which may permit such use on certain conditions and under certain regulations.

2. Two principles under which state may regulate the use of public highways for gain are:

- a. Nature of the business—hauling for compensation.
- b. The right to conserve and protect public highways.

3. While the state may entirely prohibit the use of the highways for gain, there are limitations on its right to condition such use.

- a. It may not exact as a condition the surrender of any right guaranteed by the federal constitution.
- b. It cannot deny to permittees of the same class the equal protection of the laws. This rule does not limit wide discretion in classifying under the police power, presumptions being that such legislation is valid where any conditions are present which will warrant the classification made. Under this rule motor vehicles may be treated as a special class.

4. Private contract carriers may be separately classified and dealt with as distinguished from common carriers, and such private carriers who operate in continuous and recurring carriage may be regulated separately from those whose operations are ordinary or casual. (Long discussion of the three classifications in the Act.) (Secs. 3, 4, 5, Ch. 14764, Acts of 1931.)

5. Construed as a whole the Act contemplates that private contract carriers be granted certificates as a matter of course, no public necessity or demand required to be shown, but consideration must be given to existing facilities and whether the proposed use of the highways would be an inordinate one. (Id. Secs. 4 and 5.)

6. The Act does not impair the right to contract—"the rule is that, if the power exists to accomplish the regulation attempted, such interference with the right to contract is justified as an aid to its exercise." (Id. Sec. 4.)

7. Since the Act on its face specifically sets forth the portions applicable to private contract carriers, such a carrier can be protected by appropriate judicial proceedings from enforcement against him of inapplicable provisions. (Id. Secs. 4 and 28.)

Dickonson vs. Cahoon, 107 Fla. 155; 144 So. 345. Decided October 24, 1932.

Attack by habeas corpus on the right to enforce the general 16,000 lb. gross vehicle weight limit prescribed by the Motor Vehicle Licensing Act as again certificated carrier under Chapter 14764, Acts of 1931.

HELD:

1. "Chapter 14764, as a regulatory Act, is complete in itself. Without reference to any other statute in this state, this Special Act dealing with certificated motor vehicles, contains within its four corners all the principles of regulation and supervision which are to be applied to those certificated vehicles falling within its purview."

2. The motor vehicle law (now Chapter 15625, Acts of 1931) is principally a licensing and taxing measure intended for motor vehicles generally, but Chapter 14764, being a separate classification of particular vehicles used for hire, rendered inapplicable as to such vehicles the regulation as to weight, speed, etc., in the licensing Act. (Secs. 11, 12, 13, Ch. 14764, Acts of 1931.)

3. The legal effect of the last paragraph in Section 11 of Chapter 17464 is to limit the combined weight and load of all vehicles operating under that Act to 24,000 lbs. (Id. Sec. 11.)

4. The Railroad Commission may be "some special regulation—within the scope of its power to make reasonable rules and regulations applicable to any and all transportation companies," restrict the weight limit of vehicles under its jurisdiction to less than 24,000 lbs. (Id. Sec. 11.)

**Central Truck Lines vs. Railroad Commission, 109 Fla. 395; 147 So. 590.
Decided April 13, 1933.**

Strickland Transfer Company, a certificated operator between Orlando and Tampa, having purchased under authority from the Commission the certificate rights of Merchants Transfer Company, which operated between Orlando and Daytona Beach, applied for and received the approval of the Railroad Commission to change its combined schedule from Daytona Beach to Tampa, so as to provide an expedited service. Central Truck Lines brings certiorari to quash the order of the Commission contending the new schedule creates a new service for which there is no necessity if rights of existing carriers, who already operate through schedules and are able and willing to furnish any additional service as considered.

HELD: Writ of certiorari quashed:

1. Commission may grant improved schedule to carrier without considering effect on competing carriers, this not being the granting of a new service. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Findings and conclusions of the Commission will not be set aside on certiorari where there was substantial competent evidence to sustain them and no rule of law was violated and the record discloses no abuse

of authority or arbitrary action. (After discussion of the evidence.) (Id. Sec. 3.)

3. Under Chapter 14764, Commission must consider effect on competing lines only:

- a. When new certificate is sought.
- b. When approval is sought for transfer of certificates. (Id. Secs. 3 and 4.)

Merchants Mutual Association vs. Matthews, 110 Fla. 325; 149 So. 27. Decided May 30, 1933.

Appellant is a co-operative association organized for the express purpose of transporting at actual cost the goods of its stock holders only, and seeks an injunction (denied by the Circuit Judge) to restrain any interference with its operations by the Railroad Commission.

HELD: Injunction denied:

1. The organization is a private contract carrier because it contracts with its stockholders and hauls for them for compensation, and is therefore under the jurisdiction of the Railroad Commission. (Secs. 1 and 4, Ch. 14764, Acts of 1931.)

Matthew vs. State ex. rel. St. Andrews Bay Transportation Company, 111 Fla. 587; 149 So. 648. Decided August 2, 1933.

The Commission denied application of Union Bus Company to extend its interstate bus operations from Marianna, Florida, to Dothan, Alabama, on ground that application did not appear to be exclusively interstate. Applicant then amended its application to show that proposed service would be entirely interstate. The St. Andrews Bay Company obtained a writ of prohibition against the Commission prohibiting further proceedings on the amended application on the ground that Section 3 of Chapter 14764 prohibited the Commission from considering same within six months from date of denial of the original application.

HELD: Reversed.

1. Section 3 of Chapter 14764 cannot bar from consideration an application for a purely interstate operation merely because of the denial of one for intrastate rights. (Sec. 3 of Ch. 14764, Acts of 1931.)

2. Commission orders under Chapter 14764 are not res adjudicata but Commission has inherent power to grant rehearings and modify previous orders. (Id.)

3. Commission may be required to comply with Section 3 of Chapter 14764 by appropriate processes directed by Circuit Court (Prohibition used here) when invoked by proper party. (Id. Sec. 3.)

Leonard vs. Sweat, Fla. 60; 152 So. 857. Decided February 21, 1934.

Habeas corpus to test right of common carrier by motor truck to transport a gross load in excess of the 18,000 lbs. limit prescribed by Chapter 16085, Acts of 1933, (the Motor Vehicle Licensing Law.)

HELD: (On authority of Dickinson vs. Cahoon, 107 Fla. 155; 144 So. 345.)

1. Railroad Commission may issue authority under Chapter 14,764, to transport a gross weight of 24,000 lbs., Chapter 16,085 in no way repealing Chapter 14,764, and Chapter 16,085 being merely an amendment to Chapter 15,625, Acts of 1931, which was held in Dickinson vs. Cahoon, supra, to be inapplicable so far as weights are concerned to vehicles under the jurisdiction of the Railroad Commission. (Sec. 11, Ch. 14,764, Acts of 1931.)

(Mr. Justice Davis concurs on ground that the Attorney General, the Railroad Commission and the Motor Vehicle Commissioner have all concurred in a construction of the uncertain eight provisions of Chapter 16,085 in favor of petitioner's contentions, so that criminal liability under such act must be resolved in favor of accused.)

Coleman vs. Achim, 114 Fla. 89; 153 So. 96. (Share Expense Case.) Decided February 27, 1934.

Habeas corpus to test the right to operate without authority from the Railroad Commission of the owner of a private vehicle who on only one occasion transported for compensation four people from Miami to Hemp, North Carolina.

HELD: Whether defendant violated law depends on facts:

1. If auto trip was joint adventure between auto owner and passengers to which it was agreed that payments by passengers should be contribution to expense of trip, transaction would not come within purview of Chapter 14,764. (Sec. 1, Ch. 14,764, Acts of 1931.)

2. If auto owner holds himself and his auto out to individuals or to public from which these individuals were gathered as being ready, willing and able to transport the persons for a fixed fee as his compensation, he would be a private contract carrier within the statute requiring a certificate of public convenience and necessity. (Id. Secs. 1 and 4.)

In re Grubb, 116 Fla. 387; 156 So. 482. Decided September 7, 1934.

Original mandamus proceedings to compel the Railroad Commission to issue "for hire" permit, under the terms of Chapter 14,764, Laws of 1931, bringing for review before the Court only the Commission's order of denial.

HELD: Writ denied:

1. The Railroad Commission must hold a hearing and investigate and make findings to determine the nature and scope of a proposed "For Hire" operation before issuing a permit where the application suggests some special inquiry. (Sec. 4, Ch. 14,764, Acts of 1931.)

2. Petition for alternative writ of mandamus to require the Railroad Commission to issue a "for hire" permit to a carrier denied such a permit should disclose the entire record of proceedings, unless the order denying the permit is shown to be illegal or unauthorized on its face. (Id.)

3. Certiorari, not mandamus, is the proper remedy for a carrier denied a "for hire" permit by the Railroad Commission, after an adversary hearing at which third parties appeared and protested. (The Court does not say that mandamus may not be used in any case of this nature.) (Id.)

Rogers vs. Cunningham, 117 Fla. 760; 158 So. 430. Decided December 28, 1934.

Rogers was charged with operating on the public highways of Pinellas County "one truck and trailer combined (semi-trailer) which weight did exceed the state law." The evidence taken before the committing magistrate showed that the vehicle driven by Rogers was a four-wheel truck which had no provision for carrying a load independently, and to which was coupled in the manner of a semi-trailer, a four-wheel trailer whose wheels were placed so that the front end of the unit would drop to the surface of the road if the unit were detached from the truck. This is an original proceeding in habeas corpus and the Supreme Court stated: "All parties seem to desire an opinion from this Court as to whether a truck and trailer such as Rogers drove is within the provisions of the law limiting the weight to be carried by a semi-trailer."

HELD: Petitioner discharged from custody:

1. The combination vehicle is not a truck and semi-trailer as contended by the state, but is a "four-wheel vehicle attached to or to be drawn by a truck" which "counsel for state in the brief seemingly admit if properly equipped is entitled to a gross load of 34,000 pounds." (Sec. 3, Ch. Acts of 1933.)

2. Statute regulating weight of load of trucks and trailers being criminal statute should be strictly construed and for accused to be held for trial the charge must plainly and unmistakably show him to come within its prohibitions. (Id.)

NOTE: Nowhere in this opinion did the Supreme Court hold that a private carrier was entitled to transport upon a vehicle of the character described in the opinion, a gross load of 34,000 pounds.

Central Truck Line vs. Railroad Commission, 118 Fla. 526; 160 So. 22, Decided February 28, 1935.

The Railroad Commission granted the Seaboard Air Line Railway Company a certificate of public convenience and necessity to operate a common carrier truck service between Tampa and Brooksville and between Waldo and Morriston, but only as a purely substituted service in order to effect a saving in transportation costs, and conditioned upon the resumption of rail service as soon as business warrants it. Central Truck Lines, who also serve this territory bring certiorari contending the Commission could not grant such authority without such proof of public convenience and necessity as would be required of an independent motor carrier.

HELD: Certiorari denied:

1. Section 27 of Chapter 14,764, and Section 6703 C. G. L. contain authority for Railroad Commission in its co-ordinated supervision and regulation of both rail and motor carrier to grant a limited certificate of public convenience and necessity confined to a mere commutation of rail into motor carrier service where there is no grant of general or permanent authority to perform motor vehicle service on the highways, and without such showing of public convenience and necessity as would be necessary for a new service. (Sec. 27, Ch. 14,764, Acts of 1931, and Sec. 6703, C. G. L. 1927.)

2. Statutes regulating rail and motor carriers are in contemplation of law *pari materia*, and have for their object appropriate regulations of both in their relation to each other and to the transportation needs of commerce in the state. (Id.)

3. "Public convenience and necessity" has not been defined by the lawmakers, and each case must be decided on its own facts weighed in the light of the declared legislative purpose. (Sec. 3, Ch. 15,764, Acts of 1931.)

4. Railroad Commission orders granting or refusing permits of public convenience and necessity, although arrived at in a quasi-judicial

form of procedure, are legislative in character and must be sustained, unless clearly invalid because of: (a) misapprehension of law or facts, (b) ultra vires, (c) infringement of complaining party's legal rights, (d) contrary to some essential requirement of the law. (Id. Secs. 3 and 4.)

**Central Truck Lines vs. Railroad Commission, 118 Fla. 555; 160 So. 26.
Decided March 1, 1935.**

The St. Johns River Line Company, operating both river boat and truck service, purchased the McLeod Lines which operated trucks between Orlando and Tampa. The commission in approving the transfer of the certificate rights of McLeod Lines authorized an additional through schedule for St. Johns River Line between Tampa and Sanford. All other carriers objected on the ground that this created an entirely new operation and permitted depressed water-truck freight rates into the Tampa trade territory, all without the required showing of public convenience and necessity and the consideration of existing facilities.

HELD: Order of Commission quashed on Certiorari:

1. Railroad Commission orders regulating the use of the highways by motor transportation companies, must, like a statute, be tested by their practical operation and effect rather than by their form. (Ch. 14,764, Acts of 1931.)

2. Motor vehicle rights under certificates separately granted cannot be lawfully combined for the establishment of a through service without first obtaining from the Railroad Commission a certificate of convenience and necessity. Chapter 14,764, Acts of 1931, contemplates no prejudicial alteration in established relationships unless justified by public convenience and necessity. (Id. Sec. 3.)

3. The purpose of a certificate of public convenience and necessity is primarily for public convenience and welfare and not for the advantage and benefit of carriers. (Id. Sec. 3.)

4. Inadequacy of existing service is not necessarily essential to a finding that public convenience and necessity will be served by the linking of existing local services to create a through service. Here the fault was the inclusion in the certificate of a special provision permitting the enjoyment by the St. Johns River Line of rate advantages at the expense of other carriers serving the same territory. (Id. Sec. 3.)

5. The Railroad Commission under the authority given in the Act to include such terms, conditions, and provisions in certificates as it may deem proper in the public interest may not grant special rates, prejudicial to other carriers. (Id. Sec. 3.)

6. Under the terms of the Act auto transportation company includes a carrier operating partly by water and partly by motor vehicles. (Id. Sec. 1.)

Tamiami Trail Tours vs. Railroad Commission of Florida, 120 Fla. 371; 163 So. 1. Decided July 5, 1935.

Coast to Coast Systems, Inc., the holder of a certificate to transport freight by motor vehicle from Jacksonville to Tampa via Daytona Beach and Kissimmee and from Jacksonville to Miami via Daytona Beach and Melbourne, was granted by the Railroad Commission the right to operate between Kissimmee and Melbourne on a schedule that would expedite by one day its service from Tampa to Miami. No showing of public convenience and necessity was attempted and Tamiami Trail Tours, Inc., who holds the certificate rights between Tampa and Miami via Fort Myers and the Tamiami Trail seek to set aside the order of the Commission on certiorari.

HELD: Order of Commission quashed.

1. Railroad Commission orders must be tested by their practical operation and effect rather than by their form. (Ch. 14,764, Acts of 1931.)

2. The order granted is not an administrative schedule change which would be authorized under Section 8 of Chapter 14,764, but in effect created a new and different common carrier service between Tampa and Miami for which no showing of public convenience and necessity was made, and none of the essential requirements of the law were followed relative to the granting of a new certificate as set forth in Section 3 of Chapter 14,764. (Id. Secs. 3 and 8.)

3. "Every Certificate of Public Convenience and Necessity that the Railroad Commission is authorized to grant under the law is, in most cases in its last analysis, a statutory license to enjoy a protected public monopoly out of whatever motor transportation business is to be derived by the certificate holder out of its servicing the authorized route and terminal points designated in such a certificate when issued." (Id. Sec. 3.)

4. Convenience and necessity in Chapter 14,764 refers to that of the public as distinguished from that of the private convenience of a carrier. (Id. Sec. 3.)

L. & L. Freight Lines, Inc., vs. Douglass, 14 F. Supp. 399. Decided Nov. 7, 1935.

Suit to enjoin the Florida Railroad Commission from interfering with the common carrier interstate motor truck operations begun by L. & L. Freight Lines on October 13, 1935, over U. S. Highway No. 19 from the Georgia-Florida state line through Tallahassee to Ocala, Dunnellon and Tampa, and over U. S. Highway No. 90 between Tallahassee and Live Oak. Plaintiff contends that under Subsection (b) of Section 206 of the Federal Motor Carrier Act, 1935, it may inaugurate such purely interstate operation up to the effective date of the Motor Carrier Act and continue such operation for one hundred and twenty days without authority from the Interstate Commerce Commission, the I. C. C. by proper order having postponed the effective date of Section 206 until October 15, 1935.

HELD: Prayer for temporary restraining order denied:

1. A careful inspection of the postponement order of the I. C. C. makes it clear that the taking effect of the provisions of Section 206 was postponed solely for administrative reasons, was for the benefit only of those who could not qualify under the "grandfather" clause as of June 1, 1935, but were in operation on October 1, 1935, and was not intended to enlarge any rights to engage in interstate commerce. (Motor Carrier Act, 1935, 49 U.S.C.A. Sec. 306.)

Douglas vs. Pan American Bus Lines, 81 F. (2d) 222. Decided December 27, 1935.

The appellee, a bus company desiring to institute a new type of passenger service between New York and Miami and having secured authority from all other states, applied to Florida Railroad Commission for the proper permit and was refused on the ground that, it being an exclusive interstate operation, the passage by Congress of the Motor Carrier Act had deprived the Commission of all jurisdiction over the granting of a certificate to an interstate carrier. The bus company secured an interlocutory injunction from the District judge for Northern District of Florida restraining the Commission from interfering with plaintiff's operation. From this order the defendants appeal.

HELD: Injunction sustained:

1. From such order court reviews only whether there has been abuse of discretion. Under these circumstances this order was an "exercise of discretion" to protect apparent rights of plaintiff. (Motor Carrier Act, 1935, 49 U.S.C.A. Secs. 301-327.)

2. The bill does not attack either a law of Florida or an order of the Commission, so this is no case for a three-judge court.

3. On the showing made before the Commission, the appellee was

entitled to a certificate as a matter of right, it being an exclusive interstate carrier. (Secs. 3 and 28, Ch. 14,764, Acts of 1931.)

McJunkin vs. Railroad Commission, 122 Fla. 402; 165 So. 368. Decided January 20, 1936.

The Commission authorized the Seaboard Air Line Railway to operate common carrier bus service between Fernandina and Yulee in lieu of its previous rail service, a purely substitute service from depot to depot until such time as business would permit the resumption of the rail service. McJunkin, who had previously performed this service under contract with the railroad, brings certiorari to quash the order of the Commission on the ground that this is a new service granted without considering public convenience and necessity or the effect on his existing public.

HELD: Certiorari denied:

1. The judgment of the Railroad Commission is proper on authority of Central Truck Lines vs. Railroad Commission, (160 So. 22 Sec. 27, Ch. 14,764, Acts of 1931.)

Lowe vs. Stoutamire, 123 Fla. 135; 166 So. 310. Decided February 29, 1936.

Driver for L. & L. Freight Lines, Inc., was arrested for operating a motor vehicle for hire without authority from Railroad Commission in exclusive interstate commerce and he brings habeas corpus.

HELD: Petitioner lawfully held:

1. Enactment of Motor Carrier Act, 1935, did not suspend or supersede state laws applicable to interests motor carriers but left same to be applied without hindering or burdening regulations of Congress applicable to same subject matter. (Motor Carrier Act, 1935; 49 U.S.C.A. Secs. 301-327.)

2. Motor Carrier Act did not impair Chapter 14,764 in so far as it required interstate carriers to register their operation and observe the provisions of the Act capable of being enforced against interstate carriers. (Id.)

3. Alcazin vs. Wells, 47 F. (2d) 904, principles still in effect in so far as state regulations do not now conflict with Motor Carrier Act. (Id.)

4. State's proprietary interest in its roads and right to condition their use for their preservation and for public safety and convenience is to be distinguished from right to prescribe equipment for interstate railroads.

Union Bus Company vs. Douglass, 123 Fla. 292; 166 So. 582. Decided March 19, 1936. Rehearing denied March 23, 1936.

Railroad Commission granted A. J. Redd a certificate of public convenience and necessity to carry passengers between Perry, Branford, Raiford, Macclenny and Jacksonville, but with closed doors between Macclenny and Jacksonville. Union Bus Company brings certiorari to quash the order of the Commission on ground that it was already adequately serving the needs of the public between Macclenny and Jacksonville and is willing and ready to provide any additional service necessary.

HELD: Certiorari denied:

1. Commission may grant new certificate in which a portion of the route is covered by an existing certificate, where the new service is so restricted as to preclude the rendering of competitive service, and where the public convenience and necessity require the duplication of routes to meet the needs of those accommodated by the new service. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Commission may issue certificates with modifications, and upon such terms and conditions as in its judgment public convenience and necessity may require. (Id.)

State ex rel. R. C. Motor Lines vs. Florida Railroad Commission, 123 Fla. 345; 166 So. 840. Decided March 28, 1936.

Original mandamus proceedings to require the Railroad Commission to grant a certificate of registration to an exclusive interstate private contract carrier by motor vehicle over a certain state highway.

HELD: Peremptory writ granted:

1. The commerce clause of the U. S. Constitution ex proprio vigore amounts to a national certificate of public convenience and necessity to carry on interstate commerce and only Congress can limit this right. (Sec. 8, Art. 1, U. S. Constitution.)

2. The certificate of public convenience and necessity as required by the Florida Motor Transportation Act and applied to an exclusive interstate carrier is in effect only a registration of such a carrier's operation, is grantable as a matter of course after opportunity to determine is bona fide, and is only to enable the state to:

- (a) Identify the operation.
- (b) Collect the mileage taxes due for the use of the highways.
- (c) Enforce police regulations which promote public safety and

conservation of the highways. (Secs. 1, 2, 3, 4, 11, 12, 13, 16, Ch. 14,764, Acts of 1931.)

3. The enactment of the Motor Carrier Act, 1935, by Congress did not suspend or supersede the rights of the state as set forth in paragraph 2 above. (49 U.S.C.A. Secs. 301-327.)

4. The power of the Railroad Commission to determine the route to be used by interstate motor carrier is an exercise of the police power to be exerted after authority is granted as a matter of course to use the state highways in commerce, and cannot be exercised so as to unduly burden or control the right to operate. (Secs. 3 and 14, Ch. 14,764, Acts of 1931.)

Lawrence vs. Goddard, 124 Fla. 250; 168 So. 13. Decided May 5, 1936.

Goddard, manager of a U-Drive-It Company, was arrested for renting an automobile to a party who operated it over a public highway of the state, Goddard not having first obtained a permit from the Railroad Commission and complying with Chapter 14,764, Acts of 1931.

HELD: Accused discharged on habeas corpus:

1. U-Drive-It concerns neither **operate** their own automobiles nor undertake to transport persons or property as part of their business, hence are not "**carriers**" who "**operate**" motor vehicles within the terms of Section 1 (e) of Chapter 15,764. (Sec. 1, Ch. 14,764, Acts of 1931.)

2. The provisions of Chapter 14,764 are unadapted for application to a U-Drive-It operation:

- a. Form of bond prescribed by Section is inapplicable. (Id. Sec. 6.)
- b. The speed rule in Section 12 cannot be enforced against one who relinquishes control of his vehicle. (Id. Sec. 12.)
- c. The driver regulations of Section 19 similarly could not be enforced. (Id. Sec. 19.)

University City Transfer Company vs. Florida Railroad Commission, 124 Fla. 308; 168 So. 413. Decided May 18, 1936.

The Commission after notice and hearing, authorized the transfer of a certificate of public convenience and necessity from Brown's Motor Freight Lines, Inc., to Hi-Way Transports, Inc. This is certiorari to review this order brought by two carriers also serving the same territory. The contentions were that the evidence showed it to be the duty of the Commission to revoke the certificate for failure to operate, that there-

fore there was nothing to transfer, that Hi-Way Transports, Inc., had not shown public convenience and necessity; that the Commission failed to consider: (a) rights and privileges of existing carriers serving the territory; (b) effect on existing facilities in the territory; (c) the interest of the shipping and consignee public.

HELD: Certorari denied:

1. Where Commission's conclusions are sustained by substantial evidence, they are not reviewable by certiorari.

2. Before certificate can be considered as revoked, there must be formal charge, citation, hearing, and "weighing the probative force of evidence on the merits of the question." (Sec. 10, Ch. 14,764, Acts of 1931.)

3. The certificate not having been revoked, the transferee was under no duty to show existence of public convenience and necessity. (Id. Sec. 3.)

State ex rel. L. & L. Freight Lines, Inc., vs. Douglass, 124 Fla. 579; 169 So. 389. Decided May 13, 1936. Rehearing denied July 19, 1936.

The relator, on October 8, 1935, applied to the Railroad Commission for a certificate of public convenience and necessity to operate a common carrier truck service from Atlanta, Georgia, to Tampa, Florida, through Tallahassee, Perry, Ocala and Dunnellon, and also over state highway No. 1, between Marianna and Live Oak through Tallahassee. The Commission declined to take jurisdiction of the application on the ground that its jurisdiction had been superseded by the passage of the Federal Motor Carrier Act, 1935. This was an original mandamus proceeding to require the Commission to grant the certificate.

HELD: Alternative writ of mandamus quashed and proceeding dismissed:

1. Control by Interstate Commerce Commission over issuance or denial of certificates of public convenience and necessity for operation of motor vehicles in interstate commerce began with date of President's approval of Federal Motor Carrier Act on August 9, 1935, and not from date such Act might become operative. (49 U.S.C.A. Secs. 301-327.)

2. Florida Railroad Commission held without authority to entertain application for issuance of certificate of public convenience and necessity for exclusively interstate motor carrier operation after approval of Federal act governing such certificates, until propriety of issuance had first been submitted to and passed upon by Interstate Commerce Commission. (Secs. 3 and 28, Ch. 14,764, Acts of 1931.)

3. Where Interstate Commerce Commission awards certificate of public convenience and necessity for exclusively interstate motor carrier operation, Florida Railroad Commission is required to grant carrier state certificate upon proper application to enable commission to enforce state police regulations. (Id. Secs. 3 and 28.)

L. & L. Freight Lines, Inc., vs. Douglass, 124 Fla. 696; 169 So. 370. Decided June 26, 1936.

Appeal from an interlocutory order of the Circuit Court of Leon County denying an application for a restraining order against the Florida Railroad Commission to prevent the enforcement of the Florida Motor Transportation Act against the L. & L. Freight Lines who were engaged in exclusive interstate commerce over certain state highways but who had not secured any authority from the Interstate Commerce Commission under the Federal Motor Carrier Act of 1935 to conduct such business.

HELD: Constitutional writ of injunction dissolved:

1. The Federal right claimed by appellant, while appropriately alleged has not been made clearly to appear by proof submitted to overcome the allegations of the answer denying the lawful inauguration of the operation, and must be established by competent proof before being entitled to injunctive relief in the state courts as against the asserted rights of state officers to continue their enforcement of a state statute otherwise applicable.

2. Since the passage of the Federal Motor Carrier Act, 1935, interstate motor carriers are entitled to injunctive protection of their operations upon it being shown by appropriate allegations and proof that they are entitled to enjoy the temporary privileges and benefits conferred *ex proprio vigore* by that Act, pending a factual decision by the I. C. C. on their interstate rights. (Secs. 206, Motor Carrier Act 1935; 49 U.S.C.A. Sec. 306.)

3. The purpose of Congress by the Federal Motor Carrier Act was to vest in the I. C. C. the ultimate authority to determine which motor carriers are entitled to operate under the terms of that Act, no such authority remaining in the state regulatory bodies.

L. & L. Freight Lines, Inc., vs. Douglass, 124 Fla. 819; 169 So. 501. Decided July 16, 1936.

Original mandamus proceedings to require the Florida Railroad Commission to grant a certificate of public convenience and necessity for an exclusive interstate motor vehicle operation to a carrier who

had not received any authority from the Interstate Commerce Commission under the Federal Motor Carrier Act, 1935.

HELD: Alternative writ of mandamus denied:

1. State Railroad Commission need not grant certificate of public convenience and necessity to motor carrier for interstate operation, until Interstate Commerce Commission finally decides carrier's permanent status, notwithstanding carrier may continue already begun interstate operation until pending application to Interstate Commerce Commission for permanent certificate has been decided since such Federal right is only temporary. (Sec. 3, Ch. 14,764, Acts of 1931.)

L. & L. Freight Lines, Inc., vs. Railroad Commission of Florida, 17 F. Supp. 13. Decided Dec. 4, 1936.

Suit by an interstate common carrier truck line to enjoin Florida Railroad Commission and the Florida State Road Department from enforcing against plaintiff the weight regulations of motor trucks and trailers prescribed by the Railroad Commission under the terms of Chapter 14,764, Laws of Florida, 1931. Plaintiff contends that by the Motor Carrier Act, 1935, Congress assumed the regulations of interstate motor carriers for hire, preempting the field to the exclusion of state regulations.

HELD: Injunction denied:

1. Federal Motor Carrier Act does not regulate interstate motor vehicle carriers as to weight so as to displace Florida state regulations, this being plainly shown by the failure to enumerate weights in Section 204 of the Act which states the extent of the authority given the Interstate Commerce Commission over motor vehicle carriers, and by Section 225 of the Act which authorizes the I. C. C. to investigate and report on the need for Federal regulation of the weight of motor vehicles. (Secs. 204 and 225, Motor Carrier Act 1935; 49 U.S.C.A. Secs. 304 and 325.)

2. Courts will not hold that regulatory police powers of the states to prescribe size and weights of vehicles using state highways in interstate commerce are superseded except on clear evidence of intent of Congress to occupy and pre-empt that field of regulation.

State of Florida ex rel. Morris Coats vs. Whitaker, 126 Fla. 543; 171 So. 521. Decided December 18, 1936.

Original habeas corpus proceeding by operator of a motor vehicle to secure release from arrest for transporting commercial fertilizer from factory to farmer-consumer without authority from Railroad Commission.

It was agreed that this was a "casual and irregular" trip by one regularly engaged in hauling exempted products (agricultural products) and that trucks were operating under private license from the Motor Vehicle Department.

HELD: Petitioner remanded to custody:

1. Transporting of commercial fertilizer to the farmer is not exempt from provisions of Motor Transportation Act. (Sec. 30, Ch. 14,764, Acts of 1931.)

2. Vehicle used in hauling for compensation in order to be exempt under Section 30 of Chapter 14,764 must be devoted "exclusively" to such operation. (Id.)

3. "Casual and irregular" trips, under Section 30, are not exempt unless the person making them is not engaged in the **business** of for hire carriage as the petitioner was here, even though he is permitted to operate under private license by the motor vehicle license law. (Id.)

Leonard Bros. Transfer & Storage Company, et al. vs. Carter, 127 Fla. 198; 172 So. 924. Decided February 26, 1937.

Original mandamus proceedings to require the Railroad Commission to deny and dismiss an application filed by the Railroad Express Agency for a "For Hire" carrier's permit. A temporary permit had been granted and the Commission had thereafter held a hearing, upon the protests of the relators, to determine the exact nature of the operation and whether or not the permit was the proper authority to grant. The mandamus proceedings were brought eighteen days after the hearing and before the Commission had announced its decision.

HELD:

1. The Railroad Commission has power to tentatively grant an application for a "for hire" permit, and thereafter conduct an inquiry to determine whether the same is proper and should be allowed to remain in force. (Sec. 5, Ch. 14,764, Acts of 1931.)

2. Mandamus cannot be used to coerce a particular decision by the Railroad Commission on a matter within its jurisdiction where Commission has the matter under advisement.

Central Truck Lines, Inc., vs. Douglass, 127 Fla. 392; 173 So. 162. Decided February 16, 1937.

Petition for Writ of Certiorari to review four orders of the Railroad Commission, the first of which granted and the balance extended the authority of the Seaboard Air Line Railway to operate a common carrier

truck service between certain towns served by its rail lines. (See *Central Truck Lines vs. Railroad Commission*, 118 Fla. 526; 160 So. 22, upholding the first of these orders.) The petitioner in this case contends that all of the orders taken together, and in connection with an administrative interpretation thereof. (Traffic Circular No. 30) constitute the granting of a Certificate of Public Convenience and Necessity without requiring proof of the same as required by the Motor Transportation Act.

HELD: Certiorari denied:

1. The orders complained of are merely an extension of the same purely substituted rail service which was upheld in *Central Truck Lines vs. Railroad Commission* (cited above) (Sec. 27, Ch. 14,764, Acts of 1931.)

2. Traffic Circular permitting rail carriers to inaugurate pick-up and delivery service at stations, with alternative provision permitting carriers to make allowance when freight was taken from station platform by consignee or delivered at platform by consignor, **HELD** not unlawful authorization to railroad companies to conduct pick-up and delivery service, where same alternative was declared to be allowable to public highway carriers. (Acts 1931, Ch. 14,764, Sec. 30.) (Id. Secs. 3 and 27.)

Tamiami Trail Tours, Inc., vs. Railroad Commission, 128 Fla. 25; 174 So. 451. Decided March 11, 1937.

Tamiami Trail Tours seeks to review by certiorari an order of the Railroad Commission denying an application to operate a common carrier bus service between Tampa and Tallahassee, Florida.

HELD: Writ of Certiorari granted and order of Railroad Commission quashed:

1. Petitioner held to have met the burden resting upon it as a basis for having issued a certificate where Commission found that part of territory was suffering to some extent from lack of through transportation facilities and such service would be a great convenience to that part of public. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Certiorari will lie to review an order of the Railroad Commission denying an application for Certificate of Public Convenience and Necessity. (Id. Sec. 3.)

3. (On rehearing.) In Certiorari Supreme Court cannot direct respondent to enter any particular order or judgment but can only deny the writ or quash the order reviewed, and, where order is quashed, leaving the proceedings as they were before such order was entered. (Davis concurring: Decision of reviewing Court in certiorari becomes the "law

of the case" which must be followed in any further proceedings before inferior tribunal, mandamus being the remedy to coerce such action.)

State ex rel Fohl vs. Karel, Sheriff, 180 Sou. 3. Decided Mar. 30, 1938.
Original Proceeding in Habeas Corpus.

The petitioner was arrested and charged with operating a motor vehicle in transporting goods for compensation without any authority from the Railroad Commission. On original habeas corpus proceedings in the Supreme Court, the facts were stipulated and it was agreed that at the time of his arrest Fohl was driving a truck which was **jointly owned and operated** by two merchants, neither of which had anything in common except their need for transporting their products and this arrangement whereby each contributed to the cost of operating the truck in proportion to his use of the truck. It was agreed that this was a bona fide joint ownership of the truck.

HELD: Prisoner discharged.

1. The operation does not come within the Motor Transportation Act because the two merchants are merely transporting their own goods in their own vehicle as an incident to their private business. (Sections 1 and 30 of Chapter 14,764, Acts of 1931.)

2. Joint owners and operators of a truck are tenants in common and as such each is entitled to possession and use so long as not to interfere with rights of co-owner, and therefore such operators do not come within the scope of the Act which is intended to regulate only those who haul for others. (Id. Secs. 1 and 30.)

State ex rel George Kelley vs. Ramsey, Sheriff. 132 Fla. 647 181; So. 885. Decided June 6, 1938.

This was an original proceeding in habeas corpus to test the jurisdiction of the Railroad Commission over the operation of taxi-cabs outside of cities and towns. The petitioner who was engaged in the general taxi business in Tallahassee had transported several persons from Tallahassee to Gainesville, and had no authority from the Commission.

HELD: Petitioner remanded to custody.

1. Taxi-cabs hauling persons for compensation outside of municipalities are within the purview of the Motor Transportation Act and are not within any of the exempting provisions in Section 30 of the Act, it being immaterial that taxi company is licensed to operate a taxi business in a particular city. (Secs. 1 and 30, Chapter 14,764, Acts of 1931.)

Malone vs. Carter. 132 Fla. 818; 182 So. 214. Decided June 15, 1938.

Injunction suit instituted in the Circuit Court for Dade County, Florida, by P. T. Malone doing business as P. T. Malone Horse Pullman Service, to enjoin the Florida Railroad Commission from regulating the business of transporting race-horses by truck for hire between the Tropical Park and Hialeah Race Tracks in Dade County, Florida.

HELD: Decree of Lower Court dismissing bill of complaint affirmed.

1. The transportation of race-horses between race track in Dade County, Florida, is subject of the jurisdiction of the Florida Railroad Commission, since the law specifically provides that such transportation shall not be exempt from the jurisdiction and control of the Railroad Commission. (Sec. 30 of Chap. 14,764, Acts of 1931, as amended by Chapters 18,028 and 18,029, Acts of 1937.)

Central Truck Lines, Inc., vs. Railroad Commission, 133 Fla., 190; 182 So. 783. Decided June 10, 1938.

Original proceeding in certiorari to review an order of the Railroad Commission granting the Seaboard Air Line Railway Company the right to operate motor trucks between Jacksonville and Live Oak, Florida, which authority was granted by the Railroad Commission as provided in Section 27, Chapter 14,764, Acts of 1931, as amended by Chapter 18,027, Acts of 1937. It was contended by the petitioner that Chapter 18,027 was unconstitutional.

HELD: Writ of Certiorari denied and petition dismissed:

1. The statute permitting railroads to conduct motor transportation over highways paralleling their rail lines as a matter of right, where ordinary truck lines are required to make a showing of public convenience and necessity before the Railroad Commission, is not discriminatory and does not deny equal protection of the law, the legislature having a wide discretion to limit, regulate or prohibit as it sees fit motor transportation over public highways. (Sec. 27 of Chapter 14,764, Acts of 1931, as amended by Chapter 18,027, Acts of 1937.)

State ex rel. Sanders vs. Ramsey, Sheriff. 137 Fla., 548; 189 So. 39. Decided May 5, 1939.

Original proceeding in habeas corpus to determine whether the Railroad Commission had jurisdiction over the transportation for hire of agricultural products (in this case unshelled peanuts) from one dealer in such products to another.

HELD:

1. There is nothing in Section 30 of Chapter 14,764, as amended, exempting this kind of transportation, since it was not performed between points of production, primary manufacture and shipping.

2. The exemption in the last sentence of Section 30 does not apply because there is nothing to show that the occasion of petitioner's arrest was "casual or irregular trip" or that he was "not engaged in business for hire," hence the fact that he may have lawfully been operating under a private license tag does not exempt him from the provisions of Chapter 14,764.

Travis vs. Fry, 190 So. 793. Decided July 28, 1939.

Injunction suit to restrain the Railroad Commission from assuming jurisdiction over the operations of a truck owner who is employed by a power company to remove heavy power transformers from their bases at company's substations and to transport them by truck to other supply stations or to repair shops. The contention of the truck owner was that his compensation was primarily for work other than hauling, and that he was not therefore engaged in the business of hauling within the terms of the Motor Transportation Act.

HELD:

1. Such transportation was "For Hire" though only a minor part of the compensation paid was for the actual hauling performed.

2. It is immaterial whether, under contract involving hauling and other work, compensation received for the actual hauling is more or less than that received for the other work.

St. Andrews Bay Transportation Company vs. Carter, 190 So. 788. Decided on August 1, 1939.

Original proceeding in certiorari before the Supreme Court of Florida to set aside orders of the Commission granting a certificate to a competitor and approving the transfer of such certificate. Attack was made on the Commission's proceeding wherein the holder of the new certificate granted did not comply with certain conditions precedent prior to the institution of service under the certificate but nevertheless was granted a certificate.

HELD:

1. The granting of extensions of time for compliance with conditions precedent laid down by the Commission to obtain a certificate o

public convenience and necessity is within the discretion of the Commission and the matter of strict compliance with conditions named is for the Commission to determine.

State ex rel. Five Transportation vs. Lee, 132 Fla. 183, 181 So. 179. Decided January 5, 1938. Final Opinion on Rehearing July 29, 1939. 191 So. 10.

Original proceeding in mandamus to require the Comptroller to collect mileage tax from common and contract carriers on the basis of the mileage traveled by vehicles carrying a pay load only and without taking into consideration mileage of truck carrying no load or no pay load. Relators contended that Chapter 18,026, Acts of 1937, which amended the mileage tax provisions of the motor transportation Act, changed the basis of computing such tax.

HELD:

1. Chapter 18,026, Acts of 1937, did not change the method of computing the mileage tax and merely amended the Motor Transportation Act to conform to previous decisions of the Supreme Court interpreting said Act.

2. Auto transportation companies must pay the mileage tax for every mile traveled by their vehicle in the course of their business as carriers regardless of whether a full load, part load or no load is carried.

State ex rel. National Trucking Company vs. Lee, Comptroller. First Opinion January 22, 1938; 132 Fla. 533; 181 So. 182. Final Opinion on Rehearing July 25, 1939; 191 So. 17.

This is a companion case to State ex rel Five Transportation Company vs. Lee digested above. The same questions were raised plus the additional question of whether or not the certificate of the National Trucking Company had been so limited by the Railroad Commission that it could not lawfully transport a pay load on its return movements, and therefore, could not be required to pay the mileage tax on such movements.

HELD:

1. A contract carrier in fixing the terms of his contract must necessarily take into consideration the probability of empty return movements and the expense of such empty trips must be included as a part of the basis upon which his compensation is determined.

2. Although the Railroad Commission is not authorized to fix the

rates of contract carriers it may require such carriers to submit their contract rates to the Commission for approval and may take same into consideration in considering the effect upon other transportation facilities within the territory of the contract carrier.

Merryman vs. Southern Tours, 120 Fla. 440; 162 So. 897.

This is an injunction proceeding by a carrier certificated to conduct sightseeing trips against an unauthorized carrier engaged in the same business. Temporary injunction was granted under Section 25 of Chapter 14,764, and the defendant appealed.

HELD:

1. Reversed because temporary injunction granted without the bond which is necessary where private litigants seek relief under Section 25 of Chapter 14,764.
2. The Court seems to hold that the Railroad Commissioners seeking injunctive relief under Section 25 do not have to post indemnity bond where they bring suit as public officials.
3. Section 25 upheld as constitutional and a bill of complaint brought under such section is approved.

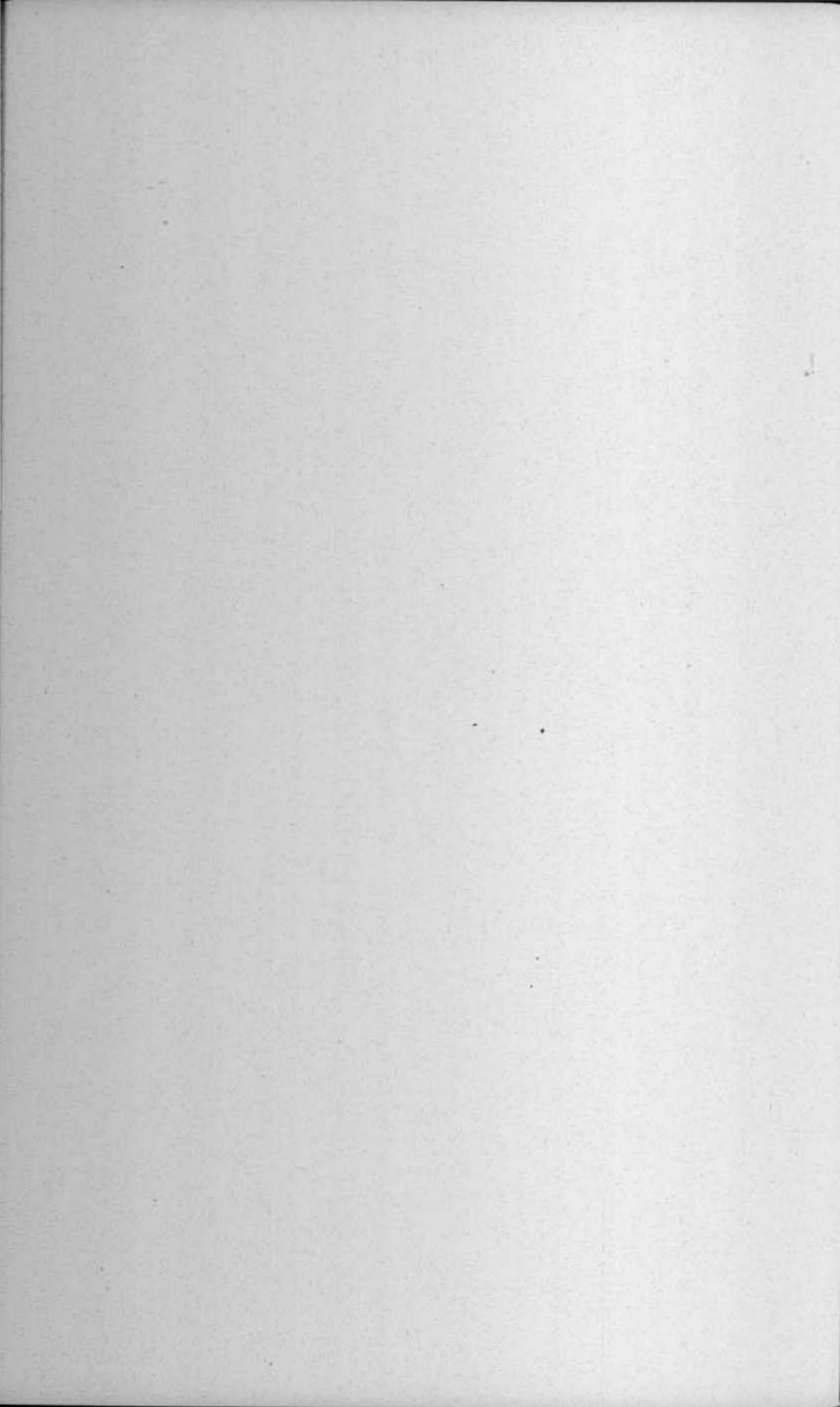
Tamiami Trail Tours, Inc., et al. vs. Lee, Comptroller. 142 Fla. 68; 194 So. 305. Decided February 27, 1940.

Suit against the State Comptroller to enjoin the collection of .07¢ per gallon tax on distillate or fuel oil used in diesel motored vehicles on the highways as provided in Chapter 19,446, Acts of 1939 on the ground that complainants were certificated carriers and therefore exempted from such tax by Section 16 of Chapter 14,764, Acts of 1941.

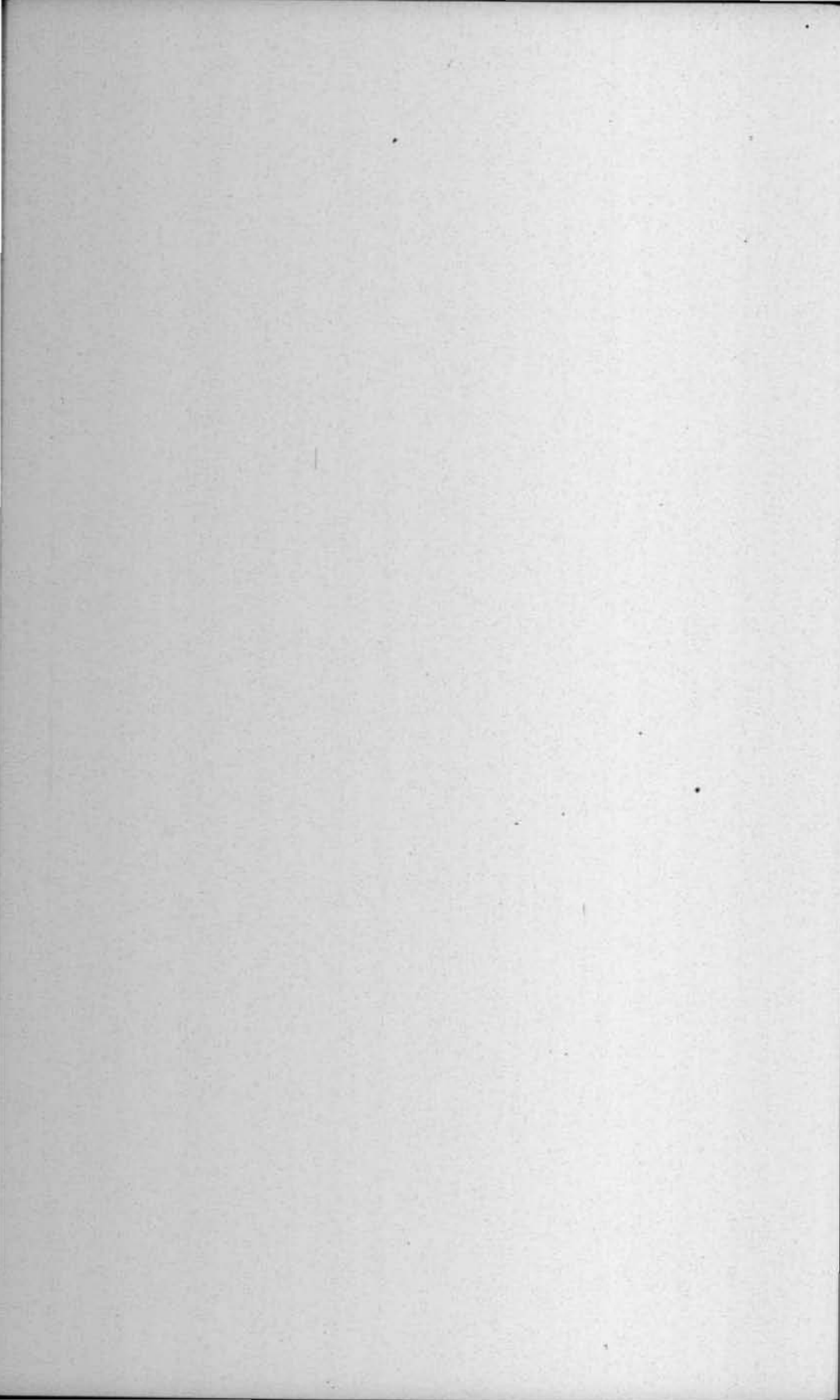
HELD:

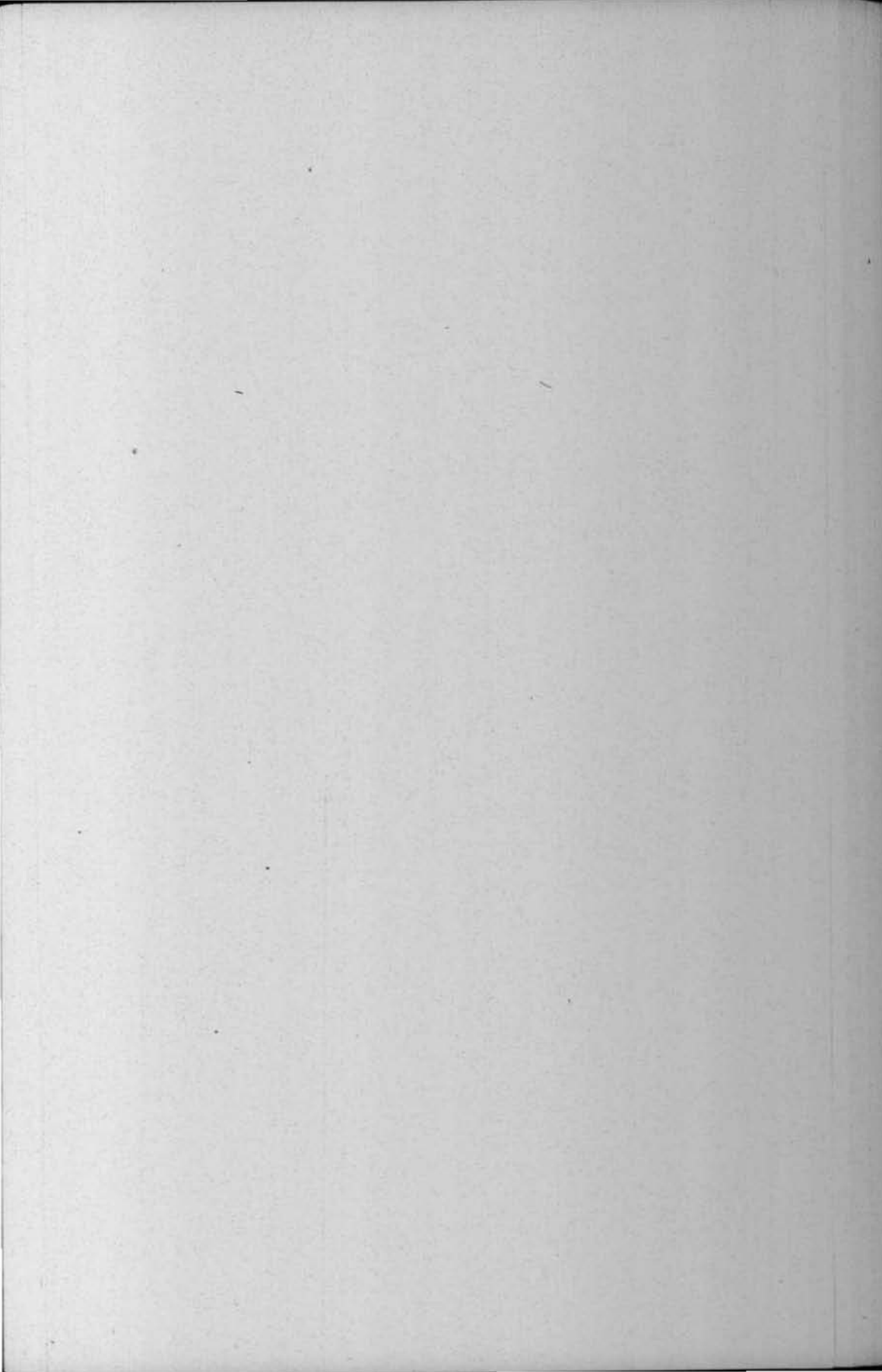
1. Certificated carriers are not exempted from fuel oil tax because such tax was intended to be a substitute for gasoline tax.
2. Fuel oil tax law impliedly repeals that part of Section 16, Chapter 14,764, exempting certificated carriers from all other taxes, to the extent necessary to subject such carriers to fuel oil tax.

**FINANCIAL AND OPERATING
STATISTICS OF
PUBLIC UTILITIES**



**Steam Operated
Railroads**

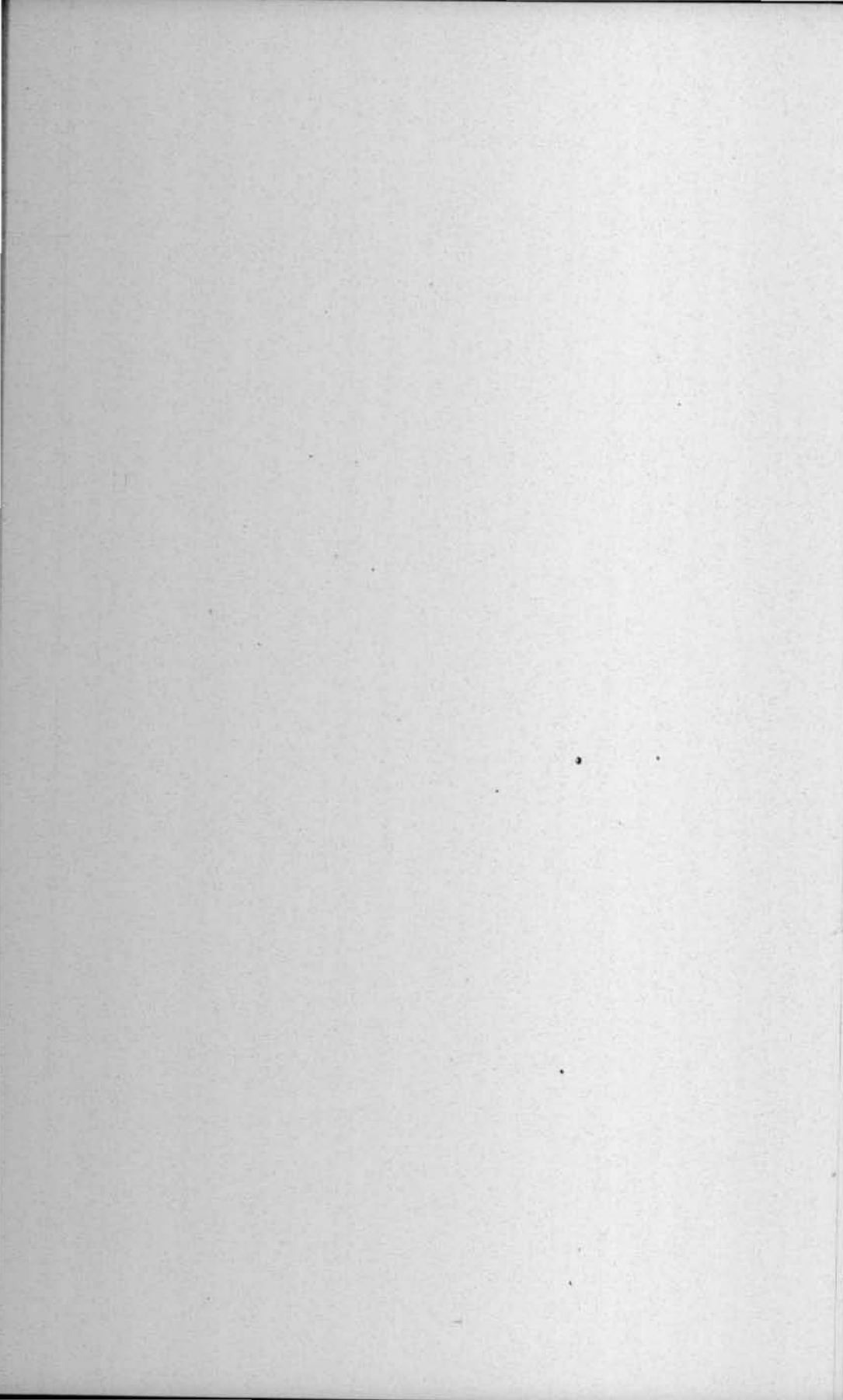




STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942
GENERAL BALANCE SHEET AT DECEMBER 31, 1942

NAME OF ROAD	ASSETS									LIABILITIES								
	Investment in Transportation Property	Deposits in Lieu of Mortgaged Property	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	Total Stock	Grants in Aid of Construction	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Grand Total
Apalachicola Northern Railroad Company.....	\$ 3,201,607	\$	\$ 13	\$	\$ 1	\$ 281,006	\$ 1,585	\$ 52,267	\$ 3,536,479	\$ 1,000,000	\$	\$ 2,200,000	\$ 431,970	\$ 2,271,787	\$ 102,177	\$ 2,748	\$ *2,472,203	\$ 3,536,479
Atlanta & St. Andrews Bay Railway Company....	2,782,134	.....	201,841	73,179	.....	1,448,610	40,488	386,423	4,932,675	600,000	2,630	1,042,000	1,271,156	129,951	422,401	49,545	1,414,991	4,932,675
Atlantic Coast Line Railroad Company.....	288,086,363	87,656	2,269,005	75,024,246	2,241,025	51,094,079	4,966,730	4,219,631	427,988,735	87,376,389	1,253,085	144,255,100	34,921,043	3,137,779	40,538,688	7,186,893	109,319,758	427,988,735
Florida East Coast Railway Company.....	80,391,272	3,042	316,719	1,843,158	49,338	11,422,239	54,286,864	4,639,839	152,952,471	37,500,000	112,475	60,238,000	4,904,463	79,995,305	8,193,937	907,146	* 38,898,855	152,952,471
Georgia & Florida Railroad.....	20,084,548	500	157,317	238,709	1	442,667	3,642	608,683	21,537,067	13,382,441	3,142	8,539,479	1,848,608	7,038,944	616,938	14,652	* 9,907,137	21,537,067
Georgia Southern & Florida Railway Company...	14,711,673	9,000	18,150	123,883	.....	1,902,015	7,783	329,099	17,101,603	3,768,000	3,104	7,238,584	1,354,451	793,301	1,752,245	46,304	* 2,145,614	17,101,603
Jacksonville, Gainesville & Gulf Railway.....	368,257	20,140	8,012	.....	.....	54,614	100	21,781	472,904	5,000	.....	592,571	6,481	462,181	27,825	33	* 621,187	472,904
Jacksonville Terminal Company.....	4,742,271	.....	122,384	.....	.....	726,134	165	7,638	5,598,592	375,200	.....	4,165,610	746,422	.....	67,845	37,294	* 206,221	5,598,592
Live Oak, Perry & Gulf Railroad Company.....	1,176,643	.....	3,028	584	10,000	142,814	41,712	3,096	1,377,877	240,000	53	.....	80,623	.....	1,050,579	778,052	* 771,430	1,377,877
Louisville & Nashville Railroad Company.....	468,137,904	** 1,684,791	2,658,151	17,864,776	6,460,757	88,709,752	10,566,721	6,385,845	602,468,697	117,012,117	1,099,276	216,503,585	52,655,090	11,117,098	113,289,933	3,583,189	87,208,409	602,468,697
St. Johns River Terminal Company.....	2,355,074	2,300	2,566	908	.....	312,311	7,416	160	2,680,735	100,000	59,076	1,718,642	203,588	62,527	113,327	55,602	367,973	2,680,735
St. Louis-San Francisco Railway Company.....	409,498,639	455,813	712,686	13,960,225	123,779	29,318,235	3,808,882	4,414,824	462,293,083	114,701,526	1,383,411	279,579,318	9,370,261	103,373,614	54,253,882	1,150,871	*101,521,800	462,293,083
Seaboard Air Line Railway Company.....	277,935,537	196,039	4,010,748	23,518,396	5,772,064	34,171,928	1,177,893	7,101,020	353,883,625	85,110,662	21,016	175,952,349	9,549,689	122,332,883	47,843,522	973,166	* 87,899,662	353,883,625
Tampa Northern Railroad Company.....	2,450,489	.....	.....	11,093	.....	139,865	245,095	1,150,917	3,997,459	750,000	.....	2,967,901	34,533	878,028	765	49,263	* 683,031	3,997,459
Tampa Union Station Company.....	277,559	.....	.....	.....	.....	18,040	.....	120	295,719	30,000	.....	251,270	11,443	.....	161	.....	2,845	295,719
Tavares & Gulf Railroad Company.....	738,735	.....	987	230	.....	201,492	3,232	8,767	953,443	298,200	204	425,000	44,977	.....	6,481	4,242	174,339	953,443
The Marianna & Blountstown Railroad Company...	247,225	.....	6,000	1,500	.....	19,949	.....	147	274,821	120,000	.....	151,864	7,351	54,100	27,520	1,127	* 87,141	274,821
The South Georgia Railway Company.....	635,470	.....	17,382	419	9,058	39,140	.....	828	702,297	602,000	.....	.....	11,005	.....	83,294	.....	* 5,998	702,297
Trans-Florida Central Railroad Company.....	97,761	.....	.....	.....	.....	1,916	.....	.....	99,677	120,163	.....	.....	4,662	.....	5,139	.....	* 30,287	99,677
Total.....	\$1,577,919,161	\$ 2,459,281	\$ 10,504,989	\$132,661,306	\$ 14,666,023	\$220,446,806	\$ 75,158,308	\$ 29,332,085	\$2,063,147,959	\$463,091,698	\$ 3,939,472	\$905,821,273	\$117,457,816	\$331,647,498	\$768,396,660	\$ 14,840,127	*\$42,046,585	\$2,063,147,959

*-Indicates debit item or deficit.
(**)-Includes \$1,571,907 Sinking Funds.



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

NAME OF ROAD	Balance at Beginning of Year	Balance Transferred from Income	Miscellaneous and Other Credits	Appropriated Surplus	Miscellaneous and Other Debits	Balance at Close of Year
Apalachicola Northern Railroad Company.....	\$ * 2,633,032	\$ 168,571	\$ 1,928	\$	\$ 9,670	\$ * 2,472,203
Atlanta & St. Andrews Bay Railway Company.....	1,186,208	271,612	8,577	40,243	11,163	1,414,991
Atlantic Coast Line Railroad Company.....	90,316,740	22,586,000	84,333	1,987,167	1,680,148	109,319,758
Florida East Coast Railway Company.....	* 42,633,815	5,083,012	18,249	4,497	1,361,804	* 38,898,855
Georgia & Florida Railroad.....	* 9,301,499	* 597,810	286	6,592	1,522	* 9,907,137
Georgia Southern & Florida Railway Company.....	1,696,904	644,271	4,390	.....	199,951	2,145,614
Jacksonville, Gainesville & Gulf Railway.....	* 460,232	* 160,444	.....	.....	511	* 621,187
Jacksonville Terminal Company.....	211,651	.....	1,867	1,867	5,430	206,221
Live Oak, Perry & Gulf Railroad Company.....	* 1,132,137	601	360,122	.....	16	* 771,430
Louisville & Nashville Railroad Company.....	86,175,928	19,407,582	175,999	8,194,543	10,356,557	87,208,409
St. Johns River Terminal Company.....	348,676	28,979	.....	.....	9,682	367,973
St. Louis-San Francisco Railway Company.....	* 95,635,620	* 13,366,624	49,119	48,668	19,253,255	* 101,321,800
Seaboard Air Line Railway Company.....	* 83,261,594	* 2,819,263	2,704,934	6,870	4,516,869	* 87,899,662
Tampa Northern Railroad Company.....	* 993,776	147,971	215,853	3,781	49,298	* 683,031
Tampa Union Station Company.....	2,844	1,200	1	1,200	.....	2,845
Tavares & Gulf Railroad Company.....	135,790	44,856	145	145	6,307	174,339
The Marianna & Blountstown Railroad Company.....	* 87,120	* 21	.....	.....	.....	* 87,141
The South Georgia Railway Company.....	2,180	3,886	.....	.....	68	5,998
Trans-Florida Central Railroad Company.....	* 29,429	* 858	.....	.....	.....	* 30,287
Total.....	\$ * 56,091,333	\$ 58,176,769	\$ 3,625,801	\$ 10,295,573	\$ 37,462,251	\$ * 42,046,585

Asterisk indicates debit item or deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942
OPERATING REVENUES—ENTIRE COMPANY

NAME OF ROAD	TRANSPORTATION RAIL LINE										
	Freight	Passenger	Baggage	Mail	Express	Switching	All Other	Total	Incidental Revenues	Joint Facility Revenues	Total Railway Operating Revenues
Apalachicola Northern Railroad Company.....	\$ 878,028	\$ 14,786	\$ 6	\$ 18,897	\$ 5,923	\$ 2,619	\$	\$ 920,259	\$ 23,063	\$	\$ 943,322
Atlanta & St. Andrews Bay Railway Company.....	1,903,212	40,533	31	14,691	13,764	8,572	2,155	19,829,958	5,729	.....	1,988,687
Atlantic Coast Line Railroad Company.....	82,310,279	25,822,233	46,721	1,751,266	2,021,099	402,552	340,533	112,694,683	2,299,021	115,116	115,108,820
Florida East Coast Railway Company.....	12,035,718	7,143,841	23,142	398,945	398,547	16,681	132,132	20,149,006	662,125	26,955	20,838,086
Georgia & Florida Railroad.....	1,656,569	50,529	14	25,434	8,534	9,299	6	1,750,385	18,199	479	1,769,063
Georgia Southern & Florida Railway Company.....	3,328,760	1,472,633	1,077	155,198	53,130	16,259	24,604	5,051,661	146,206	4,858	5,202,725
Jacksonville, Gainesville & Gulf Railway.....	34,421	.....	.....	.....	95	18,121	.....	52,637	119	.....	52,756
Jacksonville Terminal Company.....	.....	.....	.....	.....	.....	.....	.....	.....	136,757	*136,757	.....
Live Oak, Perry & Gulf Railroad Company.....	285,215	2,778	4	6,471	2,053	2,420	.....	298,941	3,514	.....	302,455
Louisville & Nashville Railroad Company.....	136,689,523	23,288,244	36,408	2,402,998	2,176,908	1,154,226	176,005	165,924,312	2,790,124	110,114	168,824,550
St. Johns River Terminal Company.....	.....	.....	.....	.....	.....	464,058	.....	464,058	11,772	42	475,872
St. Louis-San Francisco Railway Company.....	66,261,904	13,190,035	16,277	1,466,508	1,216,509	1,348,331	274,890	83,774,546	1,418,480	384,715	85,577,649
Seaboard Air Line Railway Company.....	76,350,934	27,169,322	41,915	1,568,699	1,498,271	542,241	320,414	107,491,796	2,658,040	92,539	110,242,375
Tampa Northern Railroad Company.....	.....	.....	.....	.....	.....	215,412	.....	215,412	.....	.....	215,412
Tampa Union Station Company.....	.....	.....	.....	.....	.....	.....	.....	.....	16,920	* 16,920	.....
Tavares & Gulf Railroad Company.....	183,411	.....	.....	.....	1,007	426	.....	184,844	766	.....	185,610
The Marianna & Blountstown Railroad Company.....	51,630	.....	.....	3,037	1,482	3	.....	56,152	746	.....	56,898
The South Georgia Railway Company.....	117,829	6,065	.....	8,550	555	535	.....	133,534	1,400	.....	134,934
Trans-Florida Central Railroad Company.....	3,797	89	.....	1,200	.....	.....	.....	5,086	21	1,092	6,199
Total.....	\$382,091,230	\$98,201,088	\$165,595	\$7,821,894	\$7,397,877	\$4,201,755	\$1,270,739	\$501,150,178	\$10,193,002	\$582,233	\$511,925,413

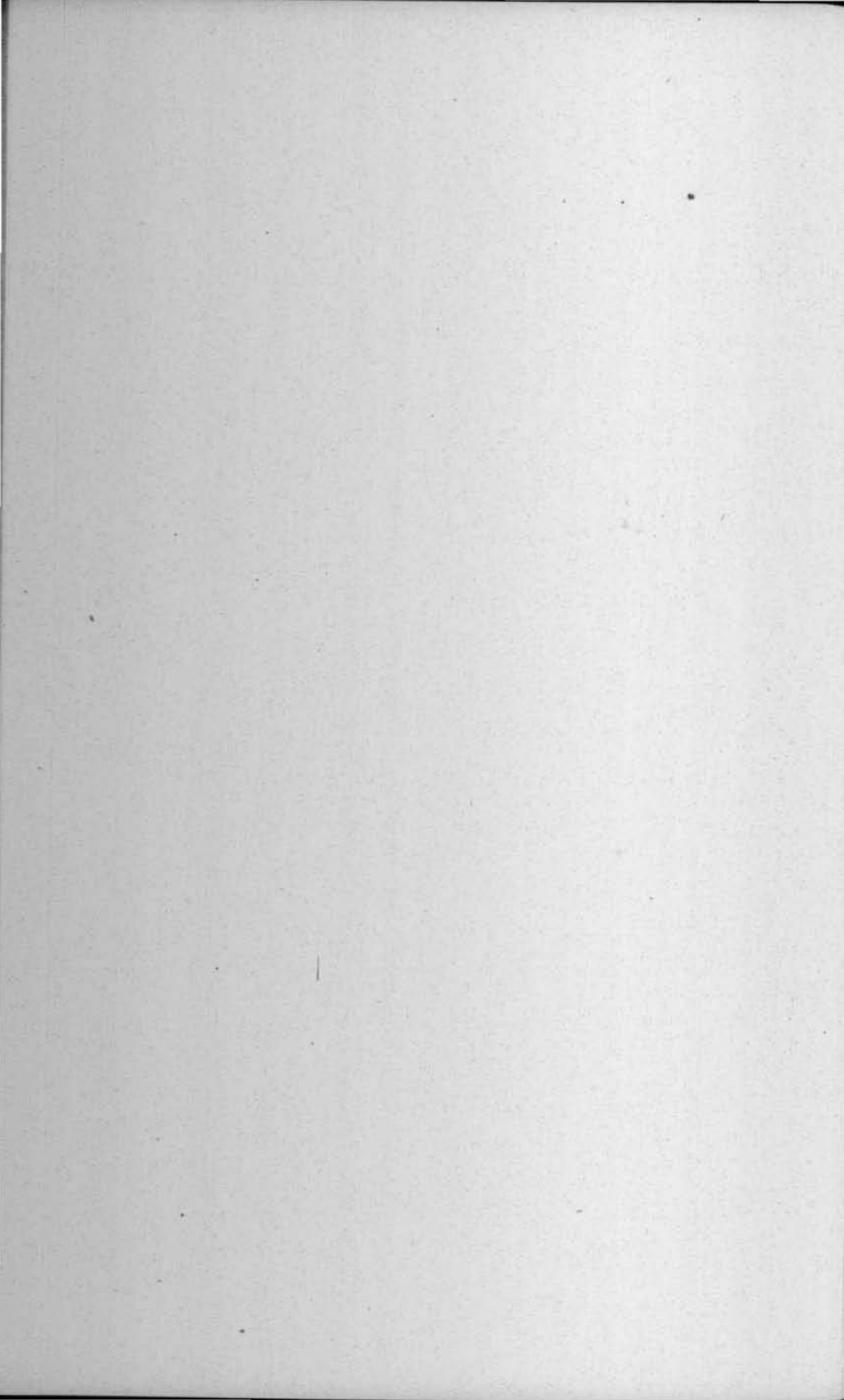
*-Indicates not applicable.



STATISTICS OF RAILROAD COMPANIES — CALENDAR YEAR 1942
INCOME ACCOUNT—ENTIRE COMPANY

NAME OF ROAD	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Railway Operating Income	Net Rents	Net Railway Operating Income	Other Income	Total Income	Miscellaneous Deductions from Income	Income Avail- able for Fixed Charges	Fixed Charges	Contingent Charges	Net Income	Income Applied to Funds and Appropriated for Other Purposes	Income Balance Transferred to Profit & Loss
Apalachicola Northern Railroad Company.....	\$ 943,322	\$ 445,454	\$ 497,868	\$ 264,419	\$ 233,449	\$ * 44,325	\$ 189,124	\$ 345	\$ 189,469	\$ 16	\$ 189,453	\$ 20,882	\$	\$ 168,571	\$	\$ 168,571
Atlanta & St. Andrews Bay Railway Company.....	1,988,687	851,505	1,137,182	626,895	510,287	* 137,123	373,164	10,429	383,593	7,768	375,825	104,213	.....	271,612	.....	271,612
Atlantic Coast Line Railroad Company.....	115,108,820	62,947,631	52,161,189	27,900,000	24,261,189	* 3,065,622	21,195,567	8,369,955	29,565,522	379,621	29,185,901	6,561,142	5,404	22,619,355	33,355	22,586,000
Florida East Coast Railway Company.....	20,838,086	11,481,207	9,356,879	985,376	8,371,503	* 497,544	7,873,959	126,290	8,000,249	14,849	7,985,400	2,902,388	.....	5,083,012	.....	5,083,012
Georgia & Florida Railroad.....	1,769,063	1,450,766	318,297	101,786	216,511	* 86,907	129,604	19,244	148,848	2,544	146,304	744,114	.....	* 597,810	.....	* 597,810
Georgia Southern & Florida Railway Company.....	5,202,725	3,066,197	2,136,528	814,859	1,321,669	* 325,869	995,800	8,430	1,004,230	3,024	1,001,206	356,935	.....	644,271	.....	644,271
Jacksonville, Gainesville & Gulf Railway.....	52,756	45,117	7,639	2,933	4,706	* 3,331	1,375	1,324	2,699	14,791	* 12,092	148,352	.....	* 160,444	.....	* 160,444
Jacksonville Terminal Company.....	.....	.....	.....	121,641	* 121,641	.....	314,832	193,191	29,498	222,689	7,869	214,820	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	302,455	188,356	114,099	49,481	64,618	* 26,347	38,271	1,335	39,606	4	39,602	1	.....	39,601	39,000	601
Louisville & Nashville Railroad Company.....	168,824,550	99,028,658	69,795,892	48,370,589	21,425,303	2,306,782	23,732,085	4,889,987	28,622,072	85,895	28,536,177	9,128,595	.....	19,407,582	.....	19,407,582
St. Johns River Terminal Company.....	475,872	296,780	179,092	143,056	36,036	* 9,730	45,766	60,518	106,284	70	106,214	77,235	.....	28,979	.....	28,979
St. Louis-San Francisco Railway Company.....	85,577,649	54,754,076	30,823,573	4,839,991	25,983,582	* 109,286	25,874,296	179,759	26,054,055	194,045	25,860,010	12,493,386	.....	13,366,624	.....	13,366,624
Seaboard Air Line Railway Company.....	110,242,375	67,010,358	43,232,017	5,157,733	38,074,284	* 4,128,313	33,945,971	468,909	34,414,880	357,767	34,057,113	36,876,376	.....	* 2,819,263	.....	* 2,819,263
Tampa Northern Railroad Company.....	215,412	51,080	164,332	15,171	149,161	* 9,904	139,257	105,018	244,275	3,210	241,065	95,094	.....	147,971	.....	147,971
Tampa Union Station Company.....	.....	.....	.....	8,565	* 8,565	.....	17,797	2,214	11,446	10	11,436	10,236	.....	1,200	.....	1,200
Tavares & Gulf Railroad Company.....	185,610	108,519	77,091	5,577	71,514	* 14,708	56,806	814	57,620	12	57,608	12,752	.....	44,856	.....	44,856
The Marianna & Blountstown Railroad Company.....	56,898	45,475	11,423	3,101	8,322	* 2,063	6,259	320	6,579	.....	6,579	6,600	.....	21	.....	21
The South Georgia Railway Company.....	134,934	93,897	41,037	19,334	21,703	* 10,549	11,154	1,012	12,166	230	11,936	8,050	.....	3,886	.....	3,886
Trans-Florida Central Railroad Company.....	6,199	6,322	* 123	735	* 858	.....	858	.....	858	.....	* 858	.....	.....	* 858	.....	* 858
Total.....	\$511,925,413	\$301,871,398	\$210,054,015	\$ 89,431,242	\$120,622,773	\$ *5,812,750	\$114,810,023	\$ 14,275,401	\$129,085,424	\$ 1,071,725	\$128,013,699	\$ 69,759,171	\$ 5,404	\$ 58,249,124	\$ 72,355	\$ 58,176,769

*—Indicates debit item or deficit.



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942
OPERATING EXPENSES—ENTIRE COMPANY

NAME OF ROAD	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transporta- tion Expenses	Miscellaneous Operations	General Expenses	Total Operating Expenses
Apalachicola Northern Railroad Company	\$ 187,307	\$ 62,977	\$ 8,729	\$ 167,845	\$	\$ 18,596	\$ 445,454
Atlanta & St. Andrews Bay Railway Company	202,427	151,819	51,927	378,573	.....	66,759	851,505
Atlantic Coast Line Railroad Company	8,085,098	16,527,575	2,080,529	32,699,721	1,452,077	2,102,631	62,947,631
Florida East Coast Railway Company	2,084,304	2,377,874	406,197	5,605,371	460,897	546,564	11,481,207
Georgia & Florida Railroad	429,034	240,937	118,169	585,329	.....	77,307	1,450,766
Georgia Southern & Florida Railway Company	660,357	625,450	29,988	1,605,518	99,492	45,392	3,066,197
Jacksonville, Gainesville & Gulf Railway	19,543	4,513	1,059	16,312	.....	3,690	45,117
Jacksonville Terminal Company	(A).....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company	75,059	15,317	5,391	70,387	.....	22,201	188,356
Louisville & Nashville Railroad Company	14,411,426	28,019,504	2,324,376	49,311,350	1,609,739	3,352,263	99,028,658
St. Johns River Terminal Company	63,294	47,589	.....	181,381	.....	4,516	296,780
St. Louis-San Francisco Railway Company	7,885,773	14,995,780	1,633,898	27,215,711	872,972	2,149,942	54,754,076
Seaboard Air Line Railway Company	11,028,862	17,142,280	2,465,181	32,187,487	2,015,847	2,170,701	67,010,358
Tampa Northern Railroad Company	11,963	2,433	865	24,451	.....	11,368	51,080
Tampa Union Station Company	(A).....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company	34,470	12,965	1,978	53,529	.....	5,579	108,519
The Marianna & Blountstown Railroad Company	15,285	7,657	2,584	15,718	.....	4,231	45,475
The South Georgia Railway Company	32,562	12,435	3,377	40,235	.....	5,288	93,897
Trans-Florida Central Railroad Company	4,198	78	.....	1,383	.....	663	6,322
Total	\$ 45,230,962	\$ 80,247,181	\$ 9,134,248	\$150,160,291	\$ 6,511,024	\$ 10,587,692	\$301,871,398

(A)—Indicates not Applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942
MILEAGE OPERATED—ENTIRE COMPANY

NAME OF ROAD	Miles of Road	Miles of Second Main Tracks	Miles of Passing Tracks, Cross-overs, Turnouts	Miles of Way Switching Tracks	Miles of Yard Switching Tracks	Total
Apalachicola Northern Railroad Company.....	99.12			16.40		115.52
Atlanta & St. Andrews Bay Railway Company.....	82.00		1.59	7.07	17.82	108.48
Atlantic Coast Line Railroad Company.....	4,990.96	688.82	337.39	363.93	797.28	7,178.38
Florida East Coast Railway Company.....	684.99	326.91	142.36	61.21	125.03	1,340.50
Georgia & Florida Railroad.....	(3) 407.88		9.54	56.73	10.97	485.12
Georgia Southern & Florida Railway Company.....	396.91	7.46	40.25	35.88	67.47	547.97
Jacksonville, Gainesville & Gulf Railway.....	36.31		2.78	2.54		41.63
Jacksonville Terminal Company.....					51.68	51.68
Live Oak, Perry & Gulf Railroad Company.....	59.03			14.48		73.51
Louisville & Nashville Railroad Company.....	4,744.58	(2) 572.44	717.65	662.33	1,244.02	7,941.02
St. Johns River Terminal Company.....					49.05	49.05
St. Louis-San Francisco Railway Company.....	4,670.55	140.44	550.29	497.63	657.55	6,516.46
Seaboard Air Line Railway Company.....	4,183.59	64.47	540.89	447.62	437.45	5,674.02
Tampa Northern Railroad Company.....					7.55	7.55
Tampa Union Station Company.....	(1)					
Tavares & Gulf Railroad Company.....	37.71		1.98	3.23		42.92
The Marianna & Blountstown Railroad Company.....	29.00				4.75	33.75
The South Georgia Railway Company.....	77.48			12.62		90.10
Trans-Florida Central Railroad Company.....	10.79				2.01	12.80
Total.....	20,510.90	1,800.54	2,344.72	2,181.67	3,472.63	30,310.46

(1)—Tracks operated jointly by railroads entering Tampa, Florida.

(2)—Includes 2.05 miles of all other main tracks.

(3)—Includes Statesboro Northern Railway.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942

RAIL-LINE OPERATIONS—ENTIRE COMPANY

NAME OF ROAD	Total Revenue Passengers Carried	Average Miles Passengers Carried	Average Revenue Per Passenger Carried	Total Tons Revenue Freight Hauled	Average Miles Per Ton Hauled	Average Revenue per Ton Hauled
Apalachicola Northern Railroad Company.....	14,347	49.67	\$ 1.03	827,437	89.11	\$ 1.06
Atlanta & St. Andrews Bay Railway Company.....	28,891	59.66	1.40	1,996,109	73.75	.95
Atlantic Coast Line Railroad Company.....	5,782,730	245.01	4.47	34,311,333	212.26	2.40
Florida East Coast Railway Company.....	1,338,955	280.80	5.34	3,464,788	227.32	3.47
Georgia & Florida Railroad.....	84,387	32.59	.59	1,465,987	95.10	1.13
Georgia Southern & Florida Railway Company.....	403,492	190.78	3.65	2,635,999	126.76	1.26
Jacksonville, Gainesville & Gulf Railway.....				55,273	25.11	.62
Jacksonville Terminal Company.....	(A)					
Live Oak, Perry & Gulf Railroad Company.....	9,321	16.00	.30	348,536	32.00	.82
Louisville & Nashville Railroad Company.....	6,421,218	191.46	3.63	71,021,454	224.88	1.92
St. Johns River Terminal Company.....	(A)					
St. Louis-San Francisco Railway Company.....	2,813,819	217.09	4.69	28,613,203	249.90	2.32
Seaboard Air Line Railway Company.....	4,253,517	319.49	6.39	32,759,352	224.57	2.33
Tampa Northern Railroad Company.....	(A)					
Tampa Union Station Company.....	(A)					
Tavares & Gulf Railroad Company.....				163,960	23.00	1.12
The Marianna & Blountstown Railroad Company.....				54,017	24.98	.96
The South Georgia Railway Company.....	13,505	22.72	.45	154,632	35.19	.76
Trans-Florida Central Railroad Company.....	444	10.79	.20	4,329	10.79	.88

(A)—indicates not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942
INVESTMENT IN ROAD AND EQUIPMENT—STATE OF FLORIDA

NAME OF ROAD	Miles of Road Owned Florida	Expenditures for Road	Expenditures for Equipment	General Expenditures	Unassigned Expenditures	Total Expenditures
Apalachicola Northern Railroad Company.....	98.68	\$ 114,085	\$ 10,988	\$	\$ 3,076,534	\$ 3,201,607
Atlanta & St. Andrews Bay Railway Company.....	66.00	896,319	329,076	.....	1,070,419	2,295,814
Atlantic Coast Line Railroad Company.....	1,785.91	24,655,932	20,006,502	22,905	49,279,075	93,964,414
Florida East Coast Railway Company.....	679.09	50,548,933	13,953,761	2,790,743	13,097,835	80,391,272
Georgia & Florida Railroad.....	12.71	171,689	34,083	* 178	.....	205,594
Georgia Southern & Florida Railway Company.....	152.43	3,026,378	933,392	185,278	.....	4,145,048
Jacksonville, Gainesville & Gulf Railway.....	36.31	355,667	7,791	4,799	.....	368,257
Jacksonville Terminal Company.....	40.57	3,492,129	245,480	181,922	822,740	4,742,271
Live Oak, Perry & Gulf Railroad Company.....	58.03	.....	59,707	.....	1,116,936	1,176,643
Louisville & Nashville Railroad Company.....	241.79	99,008	4,088,839	599	7,786,110	11,974,556
St. Johns River Terminal Company.....	40.89	2,164,016	184,447	6,611	.....	2,355,074
St. Louis-San Francisco Railway Company.....	47.53	663,037	463,937	14,346	.....	1,141,320
Seaboard Air Line Railway Company.....	909.01	54,046,638	18,876,960	164,884	.....	73,088,482
Tampa Northern Railroad Company.....	72.59	684,113	* 277,783	* 2,250	2,046,409	2,450,489
Tampa Union Station Company.....	2.07	259,958	.....	17,601	.....	277,559
Tavares & Gulf Railroad Company.....	34.32	188,710	* 7,014	* 19,000	576,039	738,735
The Marianna & Blountstown Railroad Company.....	29.00	218,419	24,650	4,156	.....	247,225
The South Georgia Railway Company.....	40.49	4,315	* 91	.....	315,774	319,998
Trans-Florida Central Railroad Company.....	16.04	92,946	1,055	3,760	.....	97,761
Total.....	4,363.46	\$ 141,682,292	\$ 58,935,780	\$ 3,376,176	\$ 79,187,871	\$ 283,182,119

Asterisk indicates credit item.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942
OPERATING REVENUES—STATE OF FLORIDA

NAME OF ROAD	TRANSPORTATION RAIL LINE										
	Freight	Passenger	Baggage	Mail	Express	Switching	All Other	Total	Incidental Revenues	Joint Facility Revenues	Total Railway Operating Revenues
Apalachicola Northern Railroad Company.....	\$ 878,028	\$ 14,786	\$ 6	\$ 18,897	\$ 5,923	\$ 2,619	\$	\$ 920,259	\$ 23,063	\$	\$ 943,322
Atlanta & St. Andrews Bay Railway Company..	1,568,247	35,853	26	11,825	11,079	7,207	1,734	1,635,971	5,140	.....	1,641,111
Atlantic Coast Line Railroad Company.....	17,857,488	3,617,835	12,247	442,440	811,726	88,413	83,086	22,913,235	575,619	64,077	23,552,931
Florida East Coast Railway Company.....	12,035,718	7,143,841	23,142	398,945	398,547	16,681	132,132	20,149,006	662,125	26,955	20,838,086
Georgia & Florida Railroad.....	14,255	439	.....	83	59	326	.....	14,996	194	.....	15,190
Georgia Southern & Florida Railway Company..	627,878	254,738	196	30,698	9,090	12,452	3,473	938,525	30,557	2,616	971,698
Jacksonville, Gainesville & Gulf Railway.....	34,421	.....	.....	.....	95	18,121	.....	52,637	119	.....	52,756
Jacksonville Terminal Company.....	.....	.....	.....	.....	.....	.....	.....	.....	136,757	*136,757	.....
Live Oak, Perry & Gulf Railroad Company.....	285,215	2,778	4	6,471	2,053	2,420	.....	298,941	3,514	.....	302,455
Louisville & Nashville Railroad Company.....	2,425,119	915,446	1,608	75,364	85,496	71,215	3,835	3,578,083	361,836	.....	3,939,919
St. Johns River Terminal Company.....	.....	.....	.....	.....	.....	464,058	.....	464,058	11,772	42	475,872
St. Louis-San Francisco Railway Company.....	227,773	19,005	23	4,430	3,547	81,172	655	336,605	86,162	.....	422,767
Seaboard Air Line Railway Company.....	20,905,575	7,530,382	16,113	364,356	575,029	177,153	125,604	29,694,212	1,009,928	50,634	30,754,774
Tampa Northern Railroad Company.....	.....	.....	.....	.....	.....	215,412	.....	215,412	.....	.....	215,412
Tampa Union Station Company.....	.....	.....	.....	.....	.....	.....	.....	.....	16,920	* 16,920	.....
Tavares & Gulf Railroad Company.....	183,411	.....	.....	.....	1,007	426	.....	184,844	766	.....	185,610
The Marianna & Blountstown Railroad Company.	51,630	.....	.....	3,037	1,482	3	.....	56,152	746	.....	56,898
The South Georgia Railway Company.....	61,900	3,039	.....	4,567	289	246	.....	70,041	417	.....	70,458
Trans Florida Central Railroad Company.....	3,797	89	.....	1,200	.....	.....	.....	5,086	21	1,092	6,199
Total.....	\$ 57,160,455	\$19,538,231	\$ 53,365	\$1,362,147	\$1,905,422	\$1,157,924	\$ 350,519	\$ 81,528,063	\$2,925,656	\$ *8,261	\$ 84,445,458

*—Indicates not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942
OPERATING EXPENSES—STATE OF FLORIDA

NAME OF ROAD	Maintenance of Way & Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	Miscellaneous Operations	General Expenses	Total Operating Expenses
Apalachicola Northern Railroad Company.....	\$ 187,307	\$ 62,977	\$ 8,729	\$ 167,845	\$	\$ 18,596	\$ 445,454
Atlanta & St. Andrews Bay Railway Company.....	162,934	122,199	41,796	304,713	.....	53,735	685,377
Atlantic Coast Line Railroad Company.....	1,653,091	3,344,555	422,022	6,636,903	241,190	432,992	12,730,753
Florida East Coast Railway Company.....	2,084,304	2,377,874	406,197	5,605,371	460,897	546,564	11,481,207
Georgia & Florida Railroad.....	11,320	3,153	918	14,591	.....	1,561	31,543
Georgia Southern & Florida Railway Company.....	180,677	109,250	5,843	369,943	18,524	11,320	695,557
Jacksonville, Gainesville & Gulf Railway.....	19,543	4,513	1,059	16,312	.....	3,690	45,117
Jacksonville Terminal Company.....	(A).....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	75,059	15,317	5,391	70,387	.....	22,202	188,356
Louisville & Nashville Railroad Company.....	538,198	795,800	47,393	1,845,678	120,764	91,820	3,439,662
St. Johns River Terminal Company.....	63,294	47,589	.....	181,381	.....	4,516	296,780
St. Louis-San Francisco Railway Company.....	38,640	73,479	8,006	133,357	4,278	10,535	268,295
Seaboard Air Line Railway Company.....	3,076,766	4,782,250	687,721	8,979,472	562,369	605,569	18,694,147
Tampa Northern Railroad Company.....	11,963	2,433	865	24,451	.....	11,368	51,080
Tampa Union Station Company.....	(A).....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company.....	34,470	12,963	1,978	53,529	.....	5,579	108,519
The Marianna & Blountstown Railroad Company.....	15,285	7,657	2,584	15,718	.....	4,231	45,475
The South Georgia Railway Company.....	16,282	6,217	1,689	20,117	.....	2,643	46,948
Trans-Florida Central Railroad Company.....	4,198	78	.....	1,383	.....	663	6,322
Total.....	\$ 8,173,331	\$ 11,768,304	\$ 1,642,191	\$ 24,441,160	\$ 1,408,022	\$ 1,827,*84	\$ 49,260,592

(A)—Indicates not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942
MILEAGE OPERATED (Exclusive of Yard Tracks) STATE OF FLORIDA

NAME OF ROAD	Line Owned —Main Line	Line Owned —Branches and Spurs	Lines of Proprietary Companies	Lines Operated under Lease	Lines Operated under Contract	Lines Operated under Track- age Rights	Total Mileage Operated	New Lines Constructed During Year
Apalachicola Northern Railroad Company.....	95.62	3.06				.44	99.12	
Atlanta & St. Andrews Bay Railway Company.....	66.00						66.00	
Atlantic Coast Line Railroad Company.....	1,081.18	699.10	161.73	14.75		9.85	1,966.61	1.03
Florida East Coast Railway Company.....	425.98	253.11			5.11	.79	684.99	
Georgia & Florida Railroad.....	12.71						12.71	
Georgia Southern & Florida Railway Company.....	152.43					4.80	157.23	
Jacksonville, Gainesville & Gulf Railway.....	36.31						36.31	
Jacksonville Terminal Company.....	39.79					11.89	51.68	
Live Oak, Perry & Gulf Railroad Company.....	45.62	12.41				1.00	59.03	
Louisville & Nashville Railroad Company.....	204.71	37.08				.98	242.77	
St. Johns River Terminal Company.....	37.84					11.21	49.05	
St. Louis-San Francisco Railway Company.....	45.19	2.34					47.53	
Seaboard Air Line Railway Company.....	870.89	35.42	119.65	541.83		3.36	1,571.15	
Tampa Northern Railroad Company.....	7.55						7.55	
Tampa Union Station Company.....	(+)							
Tavares & Gulf Railroad Company.....	34.32					3.39	37.71	
The Marianna & Blountstown Railroad Company.....	29.00						29.00	
The South Georgia Railway Company.....	40.49						40.49	
Trans-Florida Central Railroad Company.....	10.68					.11	10.79	
Total.....	3,236.31	1,042.52	281.38	556.58	5.11	47.82	5,169.72	1.03

(+)-Tracks operated jointly by railroads entering Tampa, Florida.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1942
TONS OF REVENUE FREIGHT CARRIED—STATE OF FLORIDA

NAME OF ROAD	Products of Agriculture	Animals and Products	Products of Mines	Products of Forests	Manufactures and Miscellaneous	Merchandise All L. C. L. Freight	[A4] Grand Total
Apalachicola Northern Railroad Company.....	299	2,377	126,875	512,554	181,459	3,873	827,437
Atlanta & St. Andrews Bay Railway Company.....	8,477	102	253,819	990,833	730,611	11,956	1,996,652
Atlantic Coast Line Railroad Company.....	1,932,572	94,850	7,192,094	1,778,918	3,461,447	165,038	14,660,163
Florida East Coast Railway Company.....	776,493	56,770	750,842	291,877	1,509,038	74,208	3,464,788
Georgia & Florida Railroad.....	5,386	1,492	14,242	12,021	30,873	1,738	65,771
Georgia Southern & Florida Railway Company.....	109,117	26,126	443,526	269,135	484,087	26,691	1,361,636
Jacksonville, Gainesville & Gulf Railway.....	3,108		1,009	50,592	458	106	55,273
Jacksonville Terminal Company.....	(A)						
Live Oak, Perry & Gulf Railroad Company.....	5,244		129,397	193,607	18,696	1,592	348,536
Louisville & Nashville Railroad Company.....	112,181	23,339	605,140	450,338	920,797	25,405	2,143,648
St. Johns River Terminal Company.....	(A)						
St. Louis-San Francisco Railway Company.....	43,799	7,335	120,857	114,724	312,563	4,112	605,000
Seaboard Air Line Railway Company.....	1,186,365	96,334	6,458,861	2,008,938	3,152,404	149,456	13,065,280
Tampa Northern Railroad Company.....	(A)						
Tampa Union Station Company.....	(A)						
Tavares & Gulf Railroad Company.....	82,232	5	15,669	51,126	14,733	195	163,960
The Marianna & Blountstown Railroad Company.....	4,255	36	2,703	41,966	3,976	1,081	54,017
The South Georgia Railway Company.....	8,866	20	7,531	67,115	14,864	120	98,516
Trans-Florida Central Railroad Company.....			50	43	4,111	125	4,329
Total.....	4,278,394	308,786	16,122,615	6,833,787	10,840,117	465,696	38,915,006

(A) Indicates not applicable.

(A 1)-Total includes all tonnages for all commodities while commodity group totals omit amounts for commodities specified by the U.S. War Department.

WRECK AND ACCIDENT REPORT—RAILROAD

1943

CLASSIFICATION OF WRECKS AND ACCIDENTS	Atlanta & St. Andrews Bay Ry.	Atlantic Coast Line Railroad	Florida East Coast Railway	Georgia Southern & Florida	Louisville & Nashville Railroad	St. Johns River Terminal Co.	Seaboard Air Line Railway
I. COLLISIONS:							
1. Negligence or carelessness of employees.....			4				11
2. Weather conditions.....							1
3. Mechanical equipment, signals, etc.....				1			1
II. DERAILMENTS:							
1. Negligence or carelessness of employees.....			7				4
2. Washouts, etc.....							
3. Track defects.....		1	4				1
4. Way and structure defects.....							
5. Car equipment defects.....			7				3
6. Engine equipment defects.....			1				
7. Not otherwise classified.....		1	4				
III. EXPLOSIONS:							
1. Negligence or carelessness of employees.....							2
2. Defective equipment.....							1
IV. MISCELLANEOUS:							
1. Improper loading.....							
2. Animal on track.....							
3. Other obstruction on track.....							
4. Criminal intent, tampered switches, etc.....							

WRECK AND ACCIDENT REPORT—RAILROAD

1943

CLASSIFICATION OF WRECKS AND ACCIDENTS	Atlanta & St. Andrews Bay Ry.	Atlantic Coast Line Railroad	Florida East Coast Railway	Georgia Southern & Florida	Louisville & Nashville Railroad	St. Johns River Terminal Co.	Seaboard Air Line Railway
V. PERSONAL ACCIDENTS:							
1. Employees on duty.....			5	2		1	6
2. Employees off duty.....							4
3. Passengers.....			4				1
4. Trespassers—							
a. Walking on track, crossing track.....	1	1	7		1		3
b. At public crossing.....			2				1
c. Beating way on train.....			3				2
d. Suicide.....			2				
e. Other causes.....			8				12
VI. GRADE CROSSINGS:							
1. Automobile accidents.....	1		68	3	2	2	30
2. Other vehicle accidents.....							
CASUALTIES:							
Employees killed.....		2	4				12
Employees wounded.....		25	7	5		1	16
Others killed.....	3	1	34	2	3		20
Others wounded.....		10	38	1	6	3	68
DAMAGE:							
Track.....	\$ 900.00	\$ 6,486.92	\$25,812.54	\$ 477.00	\$.....	\$.....	\$ 8,096.78
Equipment.....	15.00	71,965.00	58,374.15	147.00	5.10	7.00	78,501.08

Bridge Companies

**STATISTICS OF BRIDGE COMPANIES
GENERAL BALANCE SHEET AT DECEMBER 31, 1942**

ASSETS	Gandy Bridge Company	Pensacola Bridge Corporation	Tampa- Clearwater Bridge Co.
Investment in road and equipment property.....	\$ 3,670,639.96	\$ 1,804,866.32	\$ 715,831.83
Sinking funds.....	30,600.00		660.00
Miscellaneous physical property.....	162,487.34	449,151.17	
Other secured obligations.....		41,718.22	
Current assets.....	283,966.69	125,272.44	26,694.45
Deferred assets.....			661.61
Unadjusted debits.....	1,424,974.03	331,783.81	28,812.31
Grand Total.....	\$ 5,572,668.02	\$ 2,752,791.96	\$ 772,660.20
LIABILITIES			
Capital stock.....	\$ 2,584,737.50	\$ 600,600.00	\$ 130,000.00
Grants in aid of construction.....		100.00	
Funded debt unmatured.....	1,155,000.00	2,567,500.00	410,000.00
Current liabilities.....	57,051.57	4,253.53	13,062.84
Unadjusted credits.....	1,105,983.81	671,760.65	150,195.67
Appropriated surplus.....	192,427.99		
Profit and loss.....	477,467.15	* 1,091,422.22	69,401.69
Grand Total.....	\$ 5,572,668.02	\$ 2,752,791.96	\$ 772,660.20

*-Indicates debit item or deficit.

**STATISTICS OF BRIDGE COMPANIES
PROFIT AND LOSS ACCOUNT—CALENDAR YEAR 1942**

ITEMS	Gandy Bridge Company	Pensacola Bridge Corporation	Tampa- Clearwater Bridge Co.
Credit balance at beginning of year.....	\$ 484,882.24	\$	\$ 80,157.37
Credit balance transferred from income.....	125,428.79	1,396.82	8,910.13
Miscellaneous credits.....	50,739.99		
Debit balance carried to balance sheet.....		1,091,422.22	
Total Credits.....	\$ 661,051.02	\$ 1,092,819.04	\$ 89,067.50
Debit balance at beginning of year.....	\$	\$ 1,089,446.46	\$
Dividend appropriation of surplus.....	75,000.00		6,250.00
Debt discount extinguished through surplus.....			13,415.81
Debits from retired road and equipment.....		500.00	
Miscellaneous debits.....	108,583.87	2,872.58	
Credit balance carried to balance sheet.....	477,467.15		69,401.69
Total Debits.....	\$ 661,051.02	\$ 1,092,819.04	\$ 89,067.50

**STATISTICS OF BRIDGE COMPANIES
INCOME ACCOUNT—CALENDAR YEAR 1942**

NAME OF ACCOUNT:	Gandy Bridge Company	Pensacola Bridge Corporation	Tampa- Clearwater Bridge Co.
Operating revenues—Tolls.....	\$ 380,279.50	\$ 174,512.25	\$ 99,639.15
Operating expenses.....	145,962.37	99,338.78	65,771.32
Net revenue from bridge operation.....	\$ 234,317.13	\$ 75,173.47	\$ 33,867.83
Bridge tax accruals.....	62,135.74	8,789.76	7,018.27
Bridge operating income.....	\$ 172,181.39	\$ 66,383.71	\$ 26,849.56
Other income.....	3,083.06	44,264.38	17.30
Total income.....	\$ 175,264.45	\$ 110,648.09	\$ 26,866.86
Miscellaneous deductions from income.....	2,643.23	69,761.43	
Income available for fixed charges.....	\$ 172,621.22	\$ 40,886.66	\$ 26,866.86
Fixed charges.....	47,192.43	39,489.84	17,956.73
NET INCOME—Transferred to Profit and Loss.....	\$ 125,428.79	\$ 1,396.82	\$ 8,910.13

Express Companies

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1942
GENERAL BALANCE SHEET—AT DECEMBER 31, 1942

ASSETS	Railway Express Agency, Incorporated
Real property and equipment.....	\$ 47,930,780
Miscellaneous physical property.....	3,083,187
Investment in affiliated companies—Stock.....	28,500
Other investments—	
Stocks.....	300
Bonds.....	852,738
Notes.....	4,060
Cash.....	15,827,965
Special deposits.....	514,161
Loans and notes receivable.....	3,935
Traffic balances receivable.....	205,268
Net balances receivable from agents and messengers.....	16,800,546
Miscellaneous accounts receivable.....	6,280,769
Material and supplies.....	1,434,477
Interest, dividends and rents receivable.....	5,744
Working fund advances.....	10,572
Other current assets.....	52,942
Rents and insurance premiums paid in advance.....	56,168
Taxes paid in advance.....	346,486
Discount on funded debt.....	75,224
Other unadjusted debits.....	210,357
Grand Total.....	\$ 93,724,179
LIABILITIES	
Capital stock.....	\$ 100,000
Funded debt unamortized.....	28,741,904
Traffic balances payable.....	11,995
Audited accounts and wages unpaid.....	10,947,599
Miscellaneous accounts payable.....	3,599,944
Matured interest, dividends and rents unpaid.....	912
Matured funded debt unpaid.....	5,000
Miscellaneous advances payable.....	11,620
Unpaid money orders, checks and drafts.....	3,839,522
Express privilege liabilities.....	12,767,412
Estimated tax liability.....	4,381,295
Unmatured interest, dividends and rents payable.....	96,045
Other current liabilities.....	670,711
Operating and insurance reserves.....	906,368
Accrued depreciation—Buildings and equipment.....	26,711,535
Accrued depreciation—Miscellaneous physical property.....	599,316
Other unadjusted credits.....	333,001
Grand Total.....	\$ 93,724,179

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1942
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—
ENTIRE LINE AND STATE OF FLORIDA

NAME OF ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Land.....	\$ 5,377,608	\$ 203,654
Buildings and appurtenances on land owned.....	6,678,025	149,372
Buildings and appurtenances on land not owned.....	4,045,967	702,110
Improvements to buildings not owned.....	78,789	586
Cars.....	931,815	
Automobiles.....	22,643,848	347,125
Office furniture and equipment.....	1,465,885	62,923
Office safes.....	414,173	6,651
Trucks.....	2,916,879	113,263
Garage equipment.....	374,149	3,105
Line equipment.....	229,891	
Ship equipment.....	179,500	3,130
Miscellaneous equipment.....	8,498	
Minor equipment.....	2,585,763	
Total Real Property and Equipment.....	\$ 47,930,780	\$ 1,591,901
Depreciation Reserve—Buildings and Equipment.....	\$ 26,711,535	\$ 670,969

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1942
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEM	RAILWAY EXPRESS AGENCY, INC.	
	Debit	Credit
Credit balance transferred from income.....	\$	\$ 190,721
Unrefundable overcharges.....	.....	1,113
Miscellaneous profit and loss credits.....	.....	27,894
Miscellaneous profit and loss debits.....	219,728	.....
Total.....	\$ 219,728	\$ 219,728

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1942
INCOME ACCOUNT—ENTIRE COMPANY

ITEM	Railway Express Agency Incorporated
Charges for transportation.....	\$ 260,258,895
Express privileges—Debit.....	107,708,346
Revenue from transportation.....	\$ 152,550,549
Revenue from operations other than transportation.....	2,755,842
Total operating revenues.....	\$ 155,306,391
Operating expenses.....	144,447,820
Net operating revenue.....	\$ 10,858,571
Uncollectible revenue from transportation.....	18,616
Express taxes.....	9,784,886
Operating income.....	\$ 1,055,069
OTHER INCOME	
Rent from real property and equipment used jointly.....	\$ 165
Net income from miscellaneous physical property.....	14,958
Separately operated properties.....	80,825
Dividend income.....	10
Income from funded securities.....	24,803
Income from unfunded securities and accounts.....	557
Miscellaneous income.....	199,028
Total other income.....	\$ 320,346
Gross income.....	\$ 1,375,415
DEDUCTIONS FROM INCOME	
Miscellaneous taxes.....	\$ 39,354
Interest on funded debt.....	1,116,909
Interest on unfunded debt.....	1,908
Amortization of discount on funded debt.....	26,394
Miscellaneous income debits.....	129
Total deductions from gross income.....	\$ 1,184,694
NET INCOME—Balance Transferred to Profit and Loss.....	\$ 190,721

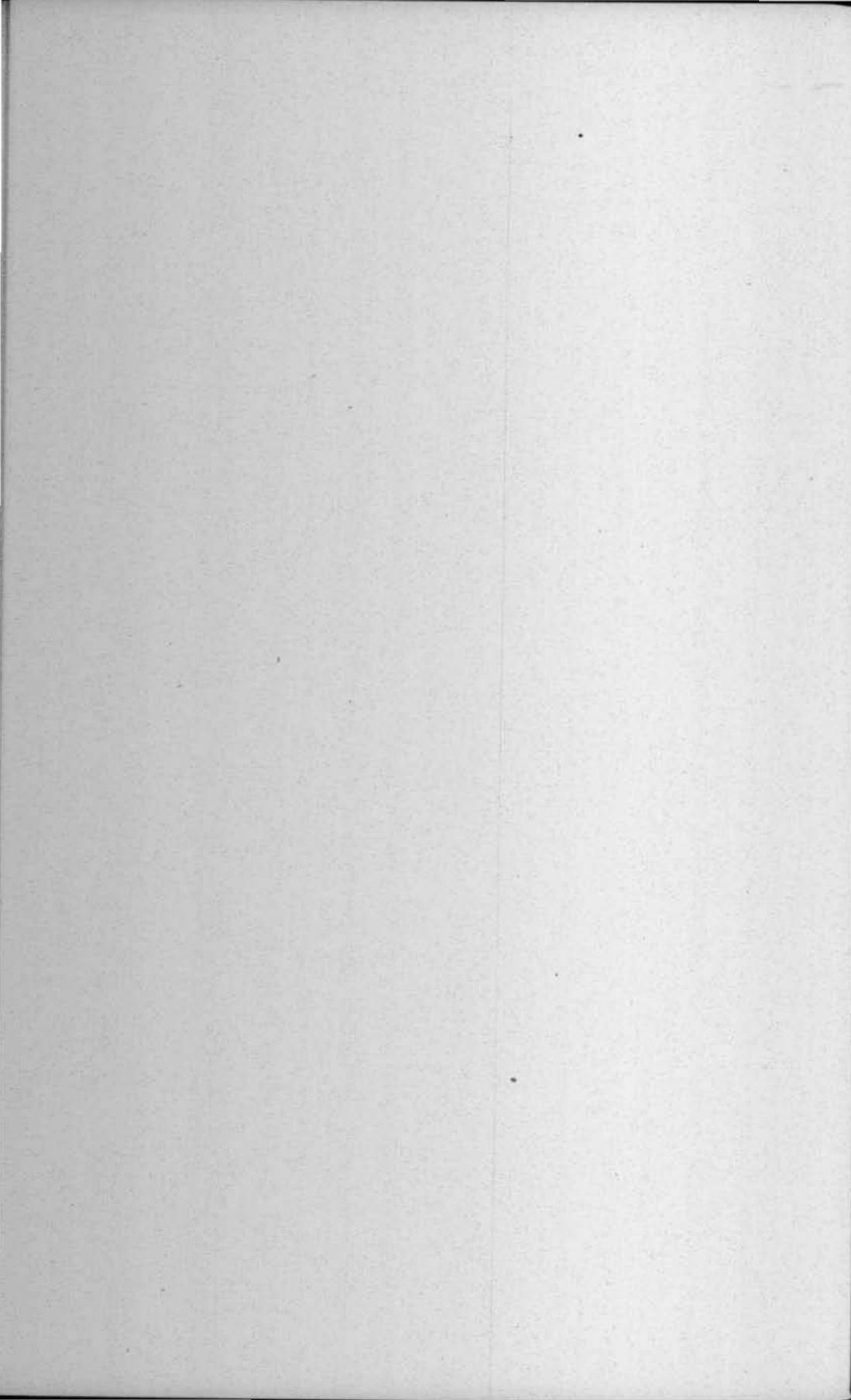
STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1942
OPERATING REVENUES—
ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
TRANSPORTATION		
Express domestic.....	\$ 255,094,751	\$
Miscellaneous.....	5,164,144	.....
Total Transportation.....	\$ 260,258,895	\$ 5,315,064
Contract payments—Express privileges.....	107,708,346	2,357,888
Revenue from Transportation.....	\$ 152,550,549	\$ 2,957,176
OPERATIONS OTHER THAN TRANSPORTATION		
Customs brokerage fees.....	\$ 166,884	\$
Order and commission.....	5,670	.....
Rent of buildings and other property.....	83,096	.....
C. O. D. Checks.....	1,861,159	.....
Miscellaneous.....	639,033	.....
Total Other Than Transportation.....	\$ 2,755,842	\$ 76,249
Total Operating Revenues.....	\$ 155,306,391	\$ 3,033,425

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1942
OPERATING EXPENSES—
ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Maintenance.....	\$ 5,501,299	\$ 112,901
Traffic.....	686,711	14,093
Transportation.....	132,997,359	2,729,457
General.....	5,262,451	108,000
Total Operating Expenses.....	\$ 144,447,820	\$ 2,964,451
Ratio of operating expenses to revenue—Per cent.....	93.01	97.73

Sleeping Car Companies



STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1942
GENERAL BALANCE SHEET—ENTIRE COMPANY—
CALENDAR YEAR 1942

ASSETS	The Pullman Company
Investment in sleeping car property.....	\$ 266,206,845.81
Maintenance fund.....	2,800,000.00
Other investments—	
Stocks.....	2.00
Bonds, including car contracts.....	15,689,742.87
Notes.....	19,649,328.20
Cash.....	11,577,652.95
Loans and bills receivable.....	793.87
Net balance receivable from receiving cashiers and ticket agents.....	2,710,316.24
Miscellaneous accounts receivable.....	11,370,798.58
Material and supplies.....	9,040,482.20
Interest and dividends receivable.....	75,113.01
Other current assets.....	1,200,986.88
Working fund advances.....	33,795.00
Insurance and other funds.....	658,244.41
Other deferred assets.....	329,110.14
Rents and insurance premiums paid in advance.....	24,310.21
Other unadjusted debits.....	2,272,067.83
Grand Total.....	\$ 343,639,590.20
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LIABILITIES	
Capital stock.....	\$ 103,135,000.00
Wages payable.....	1,804,533.15
Miscellaneous accounts payable.....	3,234,813.63
Dividends matured unpaid.....	875.60
Other current liabilities.....	474,757.28
Liability for provident funds.....	1,966,525.80
Other deferred liabilities.....	16,211.39
Tax liability.....	12,519,650.20
Maintenance reserves.....	2,743,910.30
Insurance and casualty reserves.....	399,891.52
Operating reserves.....	14,000.00
Accrued depreciation—Equipment.....	178,670,242.98
Accrued depreciation—Buildings, appurtenances and grounds.....	5,620,916.75
Other unadjusted credits.....	13,026,713.37
Miscellaneous fund reserves.....	7,305,176.55
Appropriated surplus not specifically invested.....	4,477,519.84
Profit and loss.....	8,228,851.84
Grand Total.....	\$ 343,639,590.20

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1942
OPERATING REVENUES AND EXPENSES—
ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	THE PULLMAN COMPANY	
	Entire Company	State of Florida
OPERATING REVENUES		
Standard sleeping car berth revenue.....	\$ 76,324,731.44	\$ 2,122,150.06
Tourist sleeping car berth revenue.....	22,283,052.88	432,862.52
Other car berth revenue.....	2,218.80	.....
Standard sleeping car seat revenue.....	1,880,436.76	64,112.96
Tourist sleeping car seat revenue.....	17,477.35	.....
Parlor car seat revenue.....	3,428,214.01	175.75
Composite car seat revenue.....	19,268.55	31.11
Other car seat revenue.....	172.20	.....
Charter of—		
Standard sleeping cars—Per diem rates.....	102,724.84	719.28
Standard sleeping cars—Berth rates.....	200,799.43	.....
Tourist sleeping cars—Per diem rates.....	11,539.24	35.64
Tourist sleeping cars—Berth rates.....	202.15	.....
Private cars—Per diem rates.....	20,406.72	929.25
Other cars to other than carriers—Per diem rates.....	5,858.25	.....
Other cars—Berth or seat rates.....	2,276.75	.....
Other cars to carriers—Other rates.....	161,477.27	23,176.49
Miscellaneous revenue.....	92,583.03	1,962.52
Car mileage revenue.....	** 4,890,826.56	38,348.62
Contract revenue—Debit.....	13,569,687.95	548,659.63
Total Revenues.....	\$ 95,874,578.28	\$ 2,135,844.57
OPERATING EXPENSES		
Maintenance.....	\$ 31,950,025.31	\$ 701,284.83
Conducting car operations.....	36,169,024.58	795,938.86
General expenses.....	4,412,074.52	98,318.71
Total operating expenses.....	\$ 72,531,124.41	\$ 1,595,542.40
Ratio of Expenses to Revenue—Per cent.....	75.65	* 74.70
Taxes—Sleeping Car Accruals only.....	\$ 14,664,993.65	\$ 67,656.07

*Includes \$2,690.00 for air conditioning.

**Includes \$3,895,034.11 for air conditioning payments by railroads for their proportion of expenses and amortization of installation costs.

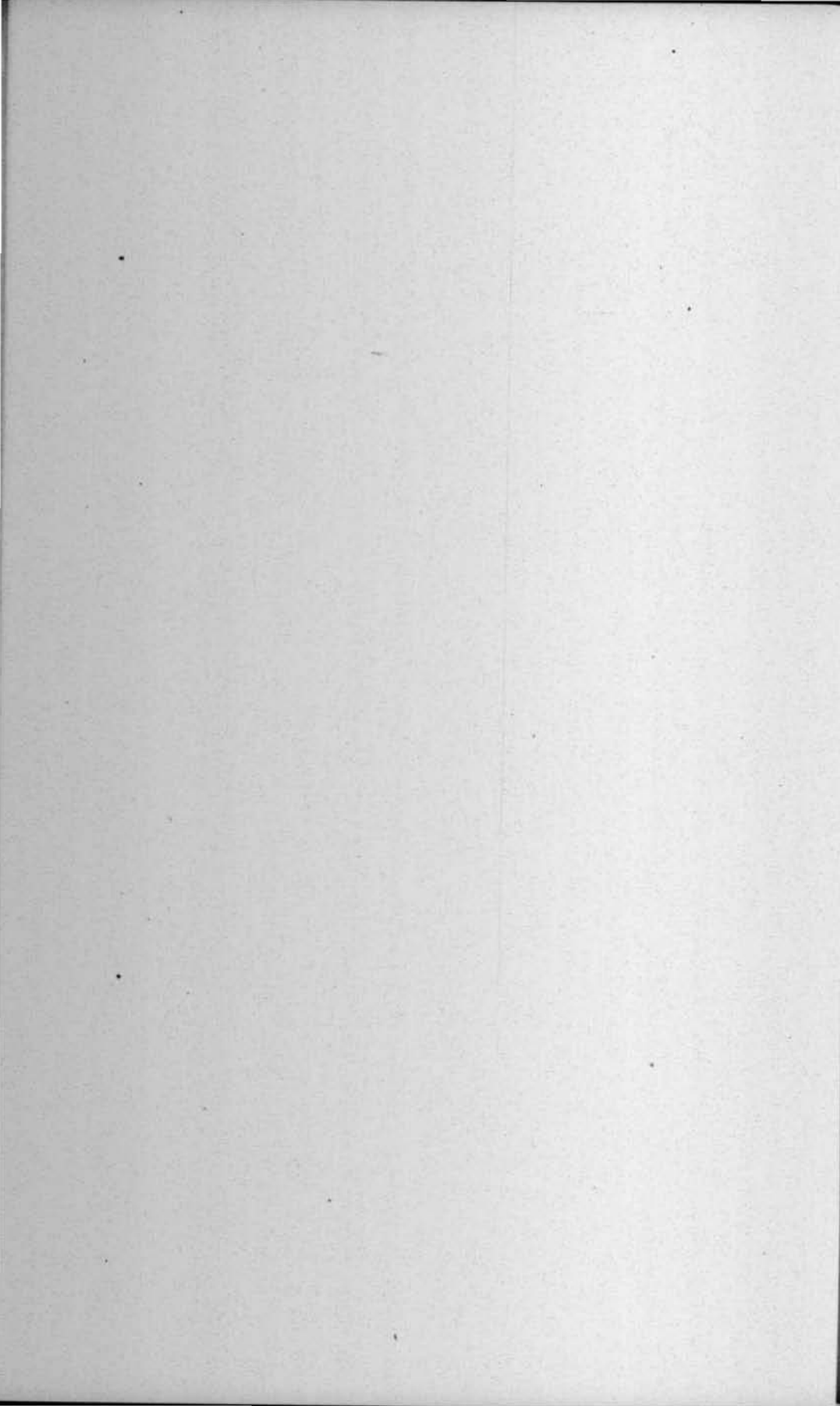
STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1942
OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY

KIND OF CAR	NUMBER OF PASSENGERS			Number of Non revenue Passengers	Car Miles	Car Days	Average Revenue per Passenger	
	Berths	Seats	Total				Berth	Seat
CONTRACT OPERATIONS								
Standard sleeping cars.....	15,999,053	1,770,480	17,769,533	372,376	771,753,125	1,676,192	\$ 4.77	\$ 1.06
Tourist sleeping cars.....	5,008,628	17,880	5,026,508	37,168	258,916,390	518,652	4.45	.98
Parlor cars.....		3,241,767	3,241,767	35,420	36,513,267	120,377	.....	1.06
Composite cars.....		24,063	24,063	167	3,844,193	8,420	.....	.80
Miscellaneous cars.....	628	50	678	1	227,206	565	3.53	3.44
Total—Contract Operations.....	21,008,309	5,054,240	26,062,549	445,132	1,071,254,181	2,324,206	\$ 4.69	\$ 1.06

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1942
OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY

STATISTICS	Total	STATISTICS	Dollars	Cents	Mills
Average number of car-miles per car-day.....	460.91	Sleeping car operations—Revenues.....	\$ 95,874,578	28	.....
Average number of car-miles per mile of trackage operated over.....	9,730.71	Revenues per car-mile.....		08	9497
Average Capacity per Car (Passenger):		Revenues per car-day.....		41	25
Standard sleeping cars—Berths.....	24.31	Sleeping car operations—Expenses.....	\$ 72,531,124	41	.....
Tourist sleeping cars—Berths.....	27.48	Expenses per car-mile.....		06	7707
Parlor cars—Seats.....	32.82	Expenses per car-day.....		31	21
Composite cars—Seats.....	26.56	Net Revenue.....	\$ 23,343,453	87	.....
Average Weight Per Car Equipped for Service:		Net revenue per car-mile.....		02	1790
Steel cars—Pounds.....	168,315.00	Net revenues per car-day.....		10	04
Other than steel cars.....	171,200.00	Passenger-miles.....	19,071,589,061		.....
New type lightweight cars.....	124,500.00	Revenue per passenger-mile.....			5451
Average cost per car of new cars placed in service during the year—					
New type lightweight cars.....	\$ 77,537.27				

Electric Railway



STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1942
GENERAL BALANCE SHEET AT DECEMBER 31, 1940

ASSETS	City of St. Petersburg	Tampa Electric Company
Road and equipment.....	\$ 1,448,896.22	\$ 3,286,522.68
Miscellaneous physical property.....		17,788,457.79
Other Investments—		
Stocks.....		2.00
Miscellaneous.....		269.91
Cash.....	430.00	83,933.79
Special deposits.....		1,526,730.08
Loans and notes receivable.....		6,000.00
Miscellaneous accounts receivable.....	120,797.23	1,429,931.39
Material and supplies.....	31,931.40	501,247.10
Other current assets.....		11,500.00
Rents and insurance premiums paid in advance.....		31,387.19
Other unadjusted debits.....		11,071.20
Grand Total.....	\$ 1,602,054.85	\$ 24,677,053.13
LIABILITIES		
Capital stock.....	\$	\$ 12,971,493.20
Loans and notes payable.....		600,000.00
Audited accounts and wages payable.....		137,197.95
Accounts payable—Rate settlement.....		1,655,141.00
Accrued interest, dividends and rents payable.....		7,843.47
Other deferred liabilities.....		295,009.24
Tax liability.....		728,256.00
Insurance and casualty reserves.....		29,584.64
Reserve for uncollectible accounts.....		128,047.63
Accrued Depreciation—		
Road and equipment.....	1,012,421.52	
Road, equipment and miscellaneous property.....		5,805,412.61
Other unadjusted credits.....		85,073.46
Profit and loss—Credit balance.....	589,633.33	2,233,993.93
Grand Total.....	\$ 1,602,054.85	\$ 24,677,053.13

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1942
INCOME ACCOUNT—ENTIRE COMPANY

ITEM	City of St. Petersburg	Tampa Electric Company
Railway operating revenues.....	\$ 346,761.38	\$ 810,640.17
Railway operating expenses.....	238,655.95	659,936.82
Net revenue—Railway operations.....	\$ 108,105.43	\$ 150,703.35
Auxiliary operations—Revenues.....	\$ 77,842.60	\$
Auxiliary operations—Expenses.....	75,601.14	.....
Net revenue—Auxiliary operations.....	\$ 2,241.46	\$
Net operating revenue.....	\$ 110,346.89	\$ 150,703.35
Taxes assignable to railway operations.....	87,381.33
Operating income.....	\$ 110,346.89	\$ 63,322.02
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NON-OPERATING REVENUE		
Miscellaneous rent income.....	\$	\$ 803.00
Net income from miscellaneous physical property.....	1,077,886.53
Income from unfunded securities and accounts.....	.....	1,226.49
Miscellaneous income.....	.....	1,475.41
Total non-operating income.....	\$	\$ 1,081,391.43
Gross Income.....	\$ 110,346.89	\$ 1,144,713.45
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DEDUCTIONS FROM GROSS INCOME		
Interest on unfunded debt.....	\$	\$ 13,823.77
Total deductions from gross income.....	\$	\$ 13,823.77
Income Balance transferred to Profit and Loss.....	\$ 110,346.89	\$ 1,130,889.68

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1942
PROFIT AND LOSS STATEMENT—ENTIRE COMPANY

I T E M	City of St. Petersburg	Tampa Electric Company
Credit balance at beginning of year.....	\$ 479,286.44	\$ 2,726,397.28
Credit balance transferred from income account.....	110,346.89	1,130,889.68
Miscellaneous credits.....		556,364.75
Total Credits.....	\$ 589,633.33	\$ 4,413,651.71
Dividend appropriations of surplus.....	\$	\$ 1,086,188.50
Miscellaneous debits.....		1,093,469.28
Credit balance carried to balance sheet.....	589,633.33	2,233,993.93
Total Debits.....	\$ 589,633.33	\$ 4,413,651.71

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1942
RAILWAY OPERATING REVENUES AND EXPENSES

ITEM	City of St. Petersburg	Tampa Electric Company
RAILWAY OPERATING REVENUES		
REVENUE FROM TRANSPORTATION—		
Passenger revenue.....	\$ 345,223.17	\$ 806,300.27
Parlor, sleeping, dining and special car revenue.....		88.00
Total Revenue from Transportation.....	\$ 345,223.17	\$ 806,388.27
REVENUE FROM OTHER RAILWAY OPERATIONS—		
Parcel room receipts.....	\$ 1,306.17	\$
Station and car privileges.....		3,222.74
Rent of buildings and other property.....		826.14
Miscellaneous.....	232.04	203.02
Total revenue from other railway operations.....	\$ 1,538.21	\$ 4,251.90
Total Operating Revenues.....	\$ 346,761.38	\$ 810,640.17
RAILWAY OPERATING EXPENSES		
Way and structures.....	\$ 50,747.21	\$ 135,618.19
Equipment.....	36,097.73	86,031.95
Power.....	48,204.84	49,727.15
Conducting transportation.....	93,545.96	298,238.03
Traffic.....	755.85	2,659.31
General and miscellaneous.....	9,304.36	87,662.19
Total Operating Expenses.....	\$ 238,655.95	\$ 659,936.82
Ratio of operating expenses to operating revenue—Per cent.....	68.82	81.41

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1942
ROAD OPERATED AT CLOSE OF YEAR

NAME OF COMPANY	Miles of Road	Miles of Second Main Track	Miles of Sidings and Turnouts	Miles of Track in Carhouses, Shops, etc.	Total
City of St. Petersburg.....	23.274	* 1.91	1.94	2.08	29.204
Tampa Electric Company.....	44.34	2.94	5.01	0.96	53.25

*-Includes 0.38 miles of all other main tracks

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1942
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

ITEM	CITY OF ST. PETERSBURG		TAMPA ELECTRIC COMPANY
	Rail-line Operations	Motorbus Operations	Rail-line Operations
Passenger car mileage.....	1,238,582	660,033	3,300,207
Passenger car-hours.....	132,294	57,298	384,615
Regular fare passengers carried.....	4,855,907	1,158,711	16,400,850
Free transfer passengers carried.....			3,527,264
Total passengers carried.....	4,855,907	1,158,711	19,928,114
Employees and others carried free.....	10,000	500	149,671
Passenger revenue.....	\$ 345,223.17	\$ 77,842.60	\$ 806,300.27
Average fare, revenue passengers.....	\$.07109	\$.06718	\$.04916
Average fare, all passengers (including transfer passengers).....	\$.07109	\$.06718	\$.04046
Total revenue from transportation.....	\$ 345,223.17	\$ 77,842.60	\$ 806,388.27
Revenue from transportation per car-mile.....	\$.27872	\$.11793	\$.24434
Revenue from transportation per car-hour.....	\$ 2.60951	\$ 1.35855	\$ 2.09661
Total revenue from other railway operations.....	\$ 1,538.21	\$.	\$ 4,251.90
Revenue from other railway operations per car-mile.....	\$.00124	\$.	\$.00129
Revenue from other railway operations per car-hour.....	\$.01162	\$.	\$.01105
Total operating revenues.....	\$ 346,761.38	\$ 77,842.60	\$ 810,640.17
Operating revenues per car-mile.....	\$.27996	\$.11793	\$.24563
Operating revenues per car-hour.....	\$ 2.62114	\$ 1.35855	\$ 2.10767
Total operating expenses.....	\$ 238,655.95	\$ 75,601.14	\$ 659,936.82
Operating expenses per car-mile.....	\$.19268	\$.11454	\$.19997
Operating expenses per car-hour.....	\$ 1.80398	\$ 1.31943	\$ 1.71584

Boat Line Operations

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1942
GENERAL BALANCE SHEET AT DECEMBER 31, 1942

ASSETS	Kinzie Brothers Steamer Line	St. Johns River Line Company
Cash.....	\$ 55,608	\$ 3,165.41
Imprest funds.....		2,543.88
Notes receivable.....	4,867	
Accounts receivable.....	20,265	67,352.11
Claims receivable.....		598.67
Material and supplies.....	259	23,264.40
Other investments.....	5,775	25,031.25
Floating equipment—Vessels.....	12,790	110,950.28
Other floating equipment.....		500.00
Terminal property and equipment.....	13,358	143,245.61
Depreciative reserve—Transportation property.....	7,582	151,347.11
Land and land rights.....		12,259.76
Non-carrier physical property.....	56,517	5,749.05
Depreciation reserve—Non-carrier physical property.....	27,697	
Prepayments.....		6,325.55
Other deferred debits.....		22,803.06
Grand Total.....	\$ 134,160	\$ 272,441.92
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LIABILITIES		
Notes payable.....	\$	\$ 65,422.64
Accounts payable.....	2,500	54,891.74
Accrued interest.....		613.71
Accrued taxes.....	172	9,575.25
Long-term debt due within one year.....		4,393.50
Other current liabilities.....	341	
Funded debt.....		43,492.91
Capital stock.....		34,488.00
Premiums and assessments on capital stock.....		84,879.08
Proprietorial capital.....	20,071	
Earned surplus—Unappropriated.....	111,076	* 25,314.91
Grand Total.....	\$ 134,160	\$ 272,441.92

*—Indicates debit balance or deficit.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1942
EARNED SURPLUS UNAPPROPRIATED—ENTIRE COMPANY

I T E M	Kinzie Brothers Steamer Line	St. Johns River Line Company
Earned surplus at beginning of year.....	\$ 64,856	\$ 26,587.77
Net income balance.....	12,220	.....
Credits from transportation property retired.....	29,573	310.77
Miscellaneous credits.....	4,427	.....
Earned deficit.....	.....	25,314.91
Total Credits.....	\$ 111,076	\$ 52,213.45
Net income balance-deficit.....	\$.....	\$ 37,883.03
Miscellaneous debits.....	.....	14,330.42
Earned surplus-credit.....	111,076	.....
Total Debits.....	\$ 111,076	\$ 52,213.45

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1942
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	Kinzie Brothers Steamer Line	St. Johns River Line Company
Freight revenue.....	\$ 4,605	\$ 306,016.99
Passenger revenue.....	7,675	.....
Revenue from terminal operations—Miscellaneous.....	.....	2,179.31
Motor-carrier revenue.....	.....	157,643.49
Total water-line operating revenue.....	\$ 12,280	\$ 465,839.79
WATER-LINE OPERATING EXPENSES		
Maintenance expenses.....	\$ 5,313	\$ 29,806.48
Depreciation and amortization.....	.....	18,561.35
Transportation expenses.....	4,948	174,077.59
Traffic expenses.....	393	13,130.83
General expenses.....	3,622	20,991.65
Insurance.....	.....	17,620.08
Operating rents.....	.....	12,227.50
Operating taxes.....	514	5,442.59
Motor-carrier expenses.....	.....	184,265.81
Total water-line operating expenses.....	\$ 14,790	\$ 476,123.88
Net revenue from water-line operations.....	\$ * 2,510	\$ * 10,284.09
Water-line tax accruals.....	\$	\$ 21,183.39
Net revenue less taxes from water-line operations.....	\$ * 2,510	\$ * 31,467.48
OTHER INCOME		
Income from non-carrier physical property.....	\$ 48,741	\$
Interest income.....	.....	375.00
Total other income.....	\$ 48,741	\$ 375.00
Total income.....	\$ 46,231	\$ * 31,092.48
MISCELLANEOUS DEDUCTIONS FROM INCOME		
Expenses of non-carrier physical property.....	\$ 32,100	\$
Uncollectible accounts.....	1,848	.....
Miscellaneous income charges.....	37	.....
Total income deductions.....	\$ 33,985	\$
Net income before fixed charges.....	\$ 12,246	\$ * 31,092.48
FIXED CHARGES		
Interest on long-term debt.....	\$	\$ 1,163.08
Interest on unfunded debt.....	.....	5,627.47
Total fixed charges.....	\$	\$ 6,790.55
Net income before provision for income taxes.....	\$ 12,246	\$ * 37,883.03
Income taxes.....	26	.....
Net income transferred to earned surplus.....	\$ 12,220	\$ * 37,883.03

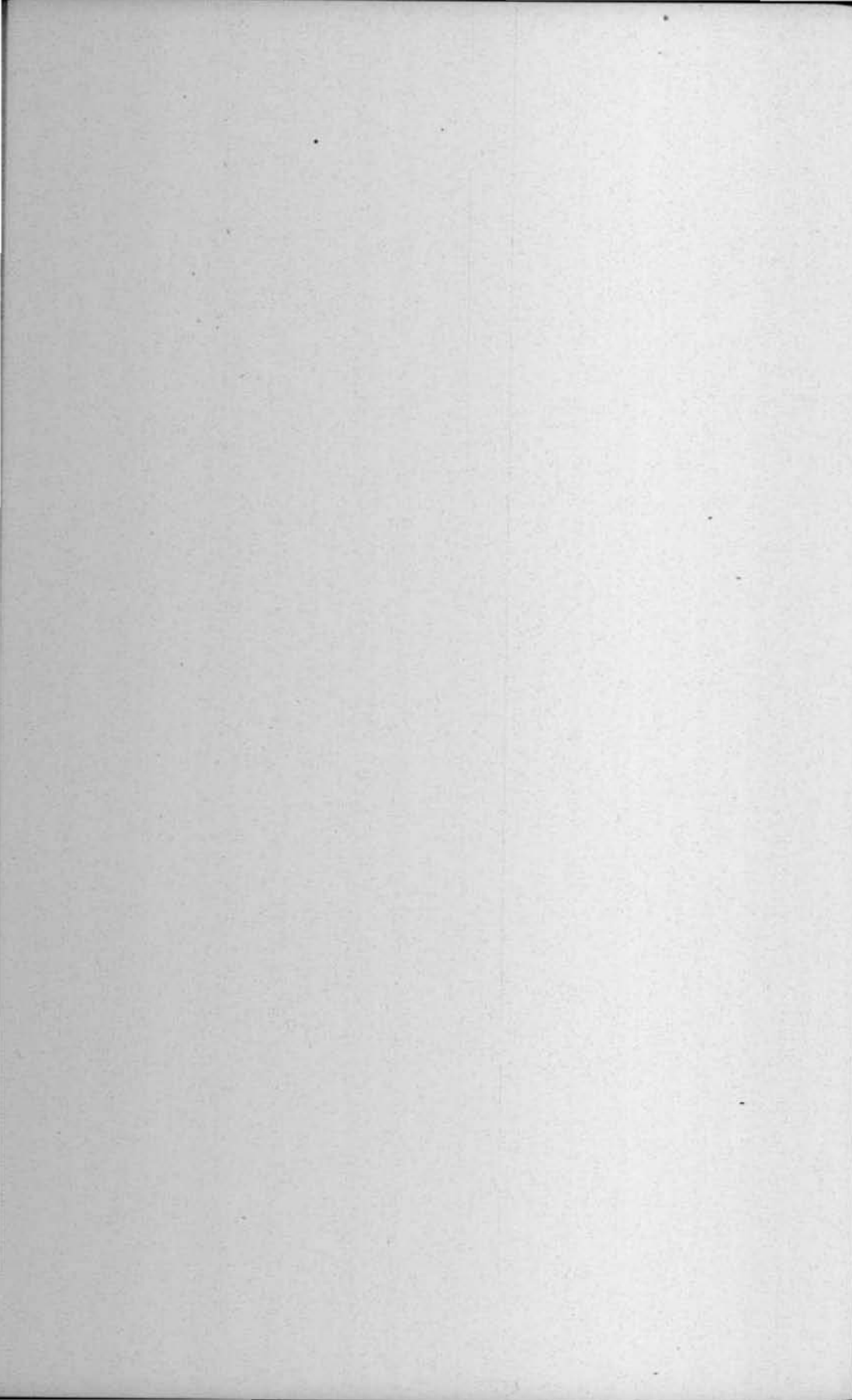
*—Indicates debit item or deficit

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1942
WATER TRANSPORTATION COMPANIES OPERATING WITHIN THE STATE OF FLORIDA

NAME OF COMPANY AND BUSINESS ADDRESS	TERRITORY IN GENERAL
Kinzie Brothers Steamer Line, Fort Myers, Florida.....	Operates three trips daily between Punta Rassa, Florida and Sanibel, Florida.
St. Johns River Line Company, 10 South Newman Street, Jacksonville, Florida.....	Operates thirteen trips monthly between Jacksonville, Palatka and Sanford, Florida on the St. Johns River. Operates seven trips monthly between Jacksonville, Melbourne, Ft. Pierce and Miami, Florida. Operates five outbound and four inbound trips in even months and four outbound and five inbound trips in odd months between Jacksonville, Florida, Charleston, South Carolina, and Norfolk, Virginia.

Note—Other Carriers by Water, Agwilines, Inc. and Suwannee Steamship Company, ceased operations during the war.

**Telegraph-Cable
Companies**



STATISTICS OF TELEGRAPH-CABLE COMPANIES—

CALENDAR YEAR 1942

GENERAL BALANCE SHEET AT DECEMBER 31, 1942

ASSETS	Western Union Telegraph Company	Postal Telegraph-Cable Company
Investment in plant and equipment.....	\$ 340,485,216.33	\$ 12,848,793.38
Construction work in progress.....	6,827,927.62	144,844.00
Investment securities.....	13,291,572.41	.....
Long-term advances receivable.....	1,180,000.00	6,727,227.11
Miscellaneous investments.....	65,189.30	.....
Working assets and accrued income.....	50,973,366.35	4,031,661.12
Deferred debit items.....	1,264,043.70	168,593.54
Grand Total.....	\$ 414,087,315.71	\$ 23,921,119.15
LIABILITIES		
Capital stock.....	\$ 104,527,640.41	\$ 50,000.00
Capital stock of subsidiary companies.....	1,749,025.00	.....
Premiums on capital stock.....	1,163,350.00	.....
Funded debt.....	80,461,000.00	.....
Long-term advances payable.....	.....	23,606,240.65
Working and accrued liabilities.....	24,794,819.00	3,321,560.91
Deferred credit items.....	123,007,975.94	6,900,656.24
Appropriated surplus.....	1,060,177.79	30,000.00
Profit and loss.....	77,323,327.57	* 9,987,338.65
Grand Total.....	\$ 414,087,315.71	\$ 23,921,119.15

*Indicates debit item or deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—

CALENDAR YEAR 1942

PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEMS	Western Union Telegraph Company	Postal Telegraph-Cable Company
Credit balance at beginning of year.....	\$ 70,170,225.84	\$
Credit balance transferred from income.....	9,354,442.11	.....
Miscellaneous credits.....	32,750.99	.....
Debit balance carried to balance sheet.....	.....	9,987,338.65
Total Credits.....	\$ 79,557,418.94	\$ 9,987,338.65
Debit balance at beginning of year.....	\$	\$ 8,117,202.20
Debit balance transferred from income.....	.....	876,766.93
Dividend appropriations of surplus.....	2,090,080.00	.....
Miscellaneous debits.....	144,011.37	993,369.52
Credit balance carried to balance sheet.....	77,323,327.57	.....
Total Debits.....	\$ 79,557,418.94	\$ 9,987,338.65

STATISTICS OF TELEGRAPH-CABLE COMPANIES—
CALENDAR YEAR 1942
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	Western Union Telegraph Company	Postal Telegraph-Cable Company
Telegraph and cable operating revenues.....	\$ 132,084,038.36	\$ 4,753,970.15
Telegraph and cable operating expenses.....	105,533,048.84	5,301,999.24
Net telegraph and cable operating revenues.....	\$ 26,550,989.52	\$ * 548,029.09
Uncollectible operating revenues.....	\$ 474,552.00	\$ 13,945.80
Taxes assignable to operations.....	11,157,164.97	216,607.67
Deductions from net operating revenues.....	\$ 11,631,716.97	\$ 230,553.47
Operating income.....	\$ 14,919,272.55	\$ * 778,582.56
NON-OPERATING INCOME		
Income from lease of plant.....	\$ 78,680.52	\$
Miscellaneous rent income.....	9,736.46	480.00
Dividend income.....	1,029,137.47	.....
Interest income.....	323,081.67	11,416.84
Miscellaneous non-operating income.....	23,968.12	.....
Total non-operating income.....	\$ 1,464,604.24	\$ 11,896.84
Gross Income.....	\$ 16,383,876.79	\$ * 766,685.72
DEDUCTIONS FROM GROSS INCOME		
Rent for lease of plant.....	\$ 2,482,861.19	\$
Miscellaneous rents.....	364,174.63	32,890.14
Interest on funded debt.....	3,913,770.00	77,191.07
Other interest deductions.....	8,628.86	.....
Miscellaneous deductions from gross income.....	260,000.00	.....
Total deductions from gross income.....	\$ 7,029,434.68	\$ 110,081.21
Net Income—Transferred to Profit and Loss.....	\$ 9,354,442.11	\$ * 876,766.93

*—Indicates debit item or deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1942
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA

I T E M S	WESTERN UNION TELEGRAPH COMPANY			
	ENTIRE COMPANY	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Revenues from transmission—Telegraph.....	\$113,116,445.96	\$ 812,834.24	\$ 2,358,994.22	\$ 3,171,828.46
Revenues from transmission—Cable.....	8,809,601.13			
Operations other than transmission.....	12,001,400.85	96,861.06	116,730.52	213,591.58
Contract payments to transportation companies—Debit.....	1,843,409.58	1,294.65	2,242.62	3,537.27
Total operating revenues.....	\$132,084,038.36	\$ 908,400.65	\$ 2,473,482.12	\$ 3,381,882.77
OPERATING EXPENSES				
Maintenance expenses.....	\$ 24,987,632.55	\$.....	\$.....	\$ 561,340.04
Conducting operations.....	76,050,044.67			1,990,083.21
General and miscellaneous expenses.....	4,495,371.62			109,855.87
Total Operating Expenses.....	\$105,533,048.84	\$.....	\$.....	\$ 2,661,279.12
Ratio of Operating Expenses to Revenue—Per cent.....	79.90			78.69

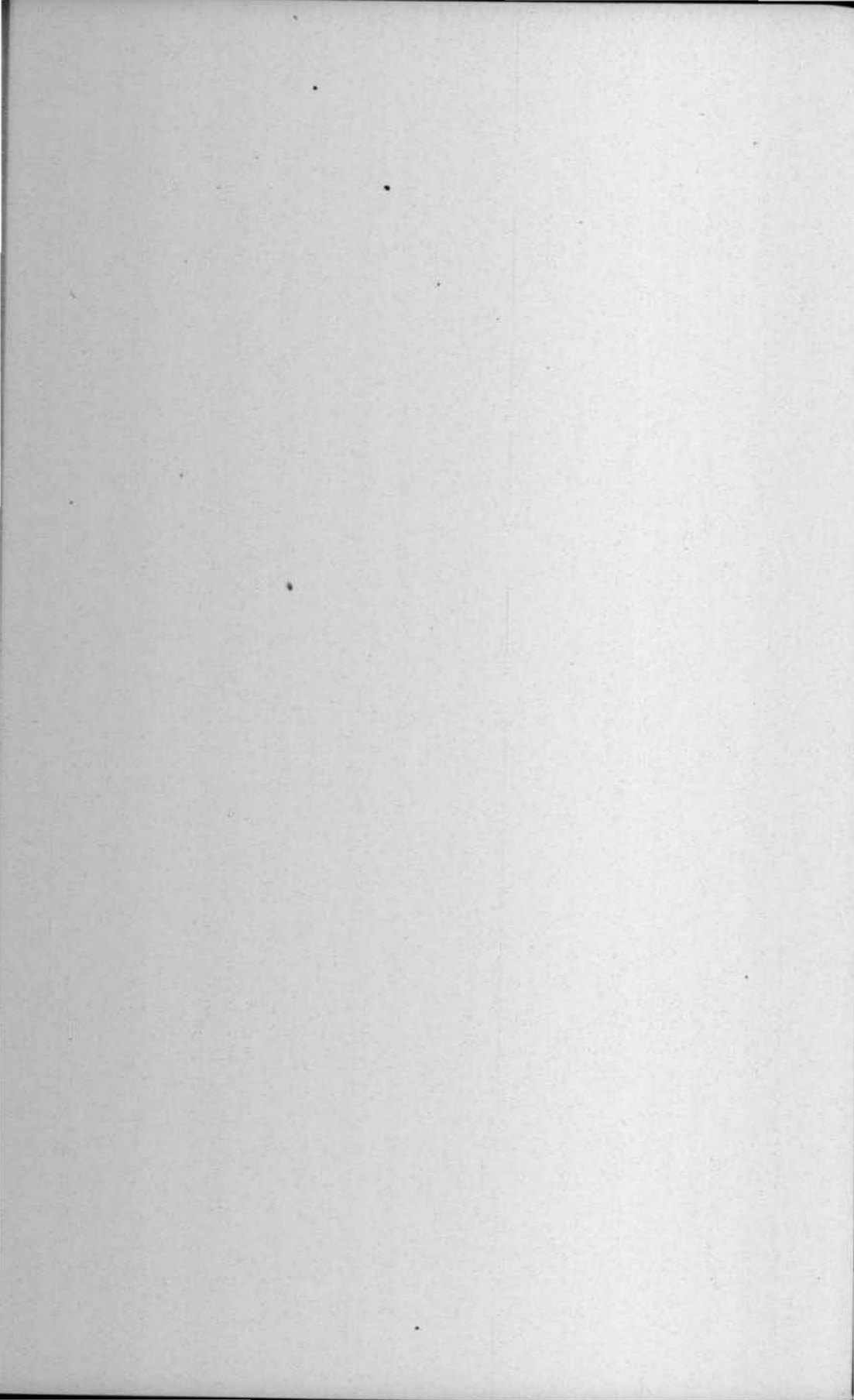
Note—State revenues represent collections in the State for both intrastate and interstate business.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1942
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA

I T E M S	POSTAL TELEGRAPH-CABLE COMPANY			
	ENTIRE COMPANY	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Revenues from transmission—Telegraph.....	\$ 4,426,770.49	\$ 136,615.20	\$ 534,475.92	\$ 671,091.12
Operations other than transmission.....	327,199.66	32,555.44	60,752.95	93,308.39
Total Operating Revenues.....	\$ 4,753,970.15	\$ 169,170.64	\$ 595,228.87	\$ 764,399.51
OPERATING EXPENSES				
Maintenance expenses.....	\$ 1,255,095.44	\$	\$	\$ 202,388.64
Conducting operations.....	3,842,094.43	.....	.....	618,678.58
General and miscellaneous expenses.....	204,809.37	.....	.....	32,978.22
Total Operating Expenses.....	\$ 5,301,999.24	\$	\$	\$ 854,045.44
Ratio of Operating Expenses to Revenue—Per cent.....	111.53	.....	.....	111.73

Note—Revenues are actual in accordance with agreement between this company and associated companies under date of January 1, 1931.

Telephone Companies



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1942
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
Callahan Telephone and Telegraph Co.	Callahan, Florida	Callahan	26	28	2			56
		Hilliard	6	17				23
Cottrondale Telephone Co.	Cottrondale, Fla.	Cottrondale	45					45
Florida Telephone Corporation	Leesburg, Fla.	Alachua	63	4	2	1		70
		Apopka	130	48	46			224
		Bushnell	52	13	6			71
		Clermont	126	21	20			167
		Crescent City	103	15	15			133
		Crystal River	26	15	3			44
		Dade City	218	79	27			324
		Eustis	340	41	48		12	441
		Groveland	31	2	6			39
		Hastings	62	64	22			148
		High Springs	163	3	8			178
		Inverness	96		5	1		102
		Jasper	118	1	6			125
		Kissimmee	231	11	38			284
		Lake Butler	38	6	22	3		49
		Leesburg	628	182	131		23	964
		Live Oak	389	23	43		29	484
		Mayo	45					45
		Mount Dora	203	61	36	3		303
		Ocala	1,255	291	295	6	299	2,076
		St. Cloud	56	5	4	3		68
		Tavares	107	14	34			155
		Umatilla	70	11	12			93
		White Springs	23		1	1		25
		Wildwood	44	24	2	1		71
		Williston	110	7	4	7		128
		Winter Garden	258	110	60		20	448
Gulf Telephone Company	Perry, Fla.	Perry	285	27	31	7	60	410
Inter County Telephone & Telegraph Co.	Ft. Myers, Fla.	Arcadia	465	47	75		214	801
		Avon Park	235	53	44		396	728
		Boca Grande and Useppa	66		28		413	507
		Bowling Green	11	2	1			14

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1942
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
		Clewiston.....	176		24		166	366
		Everglades.....	43	8	22			73
		Fort Meade.....	128	13	7	3		151
		Ft. Myers.....	1,266		229		443	1,938
		Ft. Myers Beach...	27		5			32
		LaBelle.....	47	2	4			53
		Lake Placid.....	33		7		34	74
		Moore Haven.....	36	4				40
		Naples.....	64		18		104	186
		Okreechobee.....	108	3	7		50	168
		Punta Gorda.....	212	12	13		217	454
		Sebring.....	434		56	2	441	933
		Wauchula.....	236		25			261
Macclenny Telephone Company.....	Macclenny Fla.....	Macclenny.....	38	2	1			41
McIntosh Telephone Company.....	McIntosh, Fla.....	McIntosh.....	106					106
Milton Telephone Company.....	Milton, Fla.....	Milton.....	158	42	7	11		218
Molino Telephone Company.....	Molino, Fla.....	Molino.....	13					13
Orange City Telephone Company.....	Orange City, Fla.....	Orange City.....	39	4	1			44
Peninsular Telephone Company.....	Tampa, Fla.....	Auburndale.....	163		24		24	211
		Bartow.....	857		200		31	1,088
		Bradenton.....	2,080		323		432	2,835
		Clearwater.....	2,353		396		494	3,243
		Frost Proof.....	191		30		18	239
		Gulf Beaches.....	456		48	1	58	563
		Haines City.....	401		90		1	492
		Lakeland.....	3,522		520		575	4,617
		Lake Wales.....	719		233		173	1,125
		Largo.....	249		31			280
		Mulberry.....	142		17			159
		New Port Richey.....	132		7			139
		Plant City.....	946	2	81		87	1,116
		St. Petersburg.....	10,230		1,488		2,043	13,761
		Sarasota.....	2,265		416		577	3,258
		Tampa.....	20,439	14	3,759		4,305	28,517
		Tarpon Springs.....	408		44			452
		Venice.....	210		35		42	287

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1942
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
Quincy Telephone Company, Inc.....	Quincy, Fla.....	Winter Haven.....	1,493		391		134	2,018
Riverside Telephone Company.....	Blountstown, Fla.....	Quincy.....	505	27	68		81	681
		Blountstown.....	103	5	4			112
		Wewahitchka.....	2					2
St. Joseph Telephone & Telegraph Co...	Port St. Joe, Fla.....	Apalachicola.....	122		5		23	150
		Blountstown.....	119		4			123
		Carrabelle.....	6				111	117
		Chattahoochee.....	136		5			141
		Port St. Joe.....	172		11		9	192
Sneads Telephone Exchange.....	Sneads, Fla.....	Sneads.....	19	9				28
Southeastern Telephone Company.....	327 S. LaSalle St., Chicago, Ill.....	Bonifay.....	100		1			101
		Crestview.....	137	8	11			156
		DeFuniak Springs.....	284	37	35			356
		Ft. Walton.....	28	15	1			44
		Greenville.....	21	2	2			25
		Madison.....	196	9	11	6		222
		Monticello.....	189	37	15	5		246
		Tallahassee.....	3,576	130	490		933	5,129
		Valpariso.....	102	6	2			110
Southern Bell Telephone & Telegraph Co.	Hurt Building, Atlanta, Ga.....	Archer.....	61	27	4			92
		Baldwin.....	27		3			30
		Belle Glade.....	267	4	65		13	249
		Boca Raton.....	116		18		321	455
		Boynton Beach.....	65		11			76
		Brooksville.....	231	3	19	12	39	304
		Bunnell.....	48	8	4			60
		Camp Blanding.....	10		4		1,037	1,051
		Cedar Keys.....	18		1			19
		Chipley.....	272		34			309
		Cocoa.....	471	34	82		327	914
		Cross City.....	113	5	15		32	165
		Daytona Beach.....	3,444	7	578	5	1,102	5,136
		DeLand.....	1,005	29	188	7	433	1,662
		Delray Beach.....	609		103		265	977
		Dunnellon.....	73	7	6			86
		Eau Gallie.....	79		6		69	154

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1942
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
		Eglin Field.....					685	685
		Fernandina.....	424		30		49	503
		Ft. Lauderdale.....	3,103	6	516		1,209	4,834
		Ft. Pierce.....	859	33	158		56	1,106
		Gainesville.....	2,602	14	368	7	600	3,591
		Geneva.....	30		4			34
		Golden Beach.....	155	37	38		23	253
		Graceville.....	91	20	9			120
		Green Cove Springs.....	140	20	18		91	269
		Havana.....	115	14	8			137
		Hawthorne.....	36	1	4			41
		Hobe Sound.....	119		96		479	694
		Hollywood.....	1,074	26	150		937	2,187
		Homestead.....	399	111	66		143	719
		Jacksonville.....	28,384	213	4,672	10	8,197	41,476
		Jacksonville Beach.....	845		67		80	992
		Key West.....	1,252		150		846	2,248
		Lake City.....	652	18	53	31	187	941
		Lake Park.....	31		7			38
		Lake Worth.....	666	4	80		229	979
		Lynn Haven.....	55		3			58
		Mandarin.....	76	15	9			100
		Marianna Air Base.....					248	248
		Mayport Section.....						
		Base.....					39	39
		Melbourne.....	336	18	32		172	558
		Miami.....	41,605		7,162		15,203	63,970
		Micanopy.....	22	16	3			41
		New Smyrna.....	410	17	43	1	56	527
		Orange Park.....	64	20	6			90
		Orlando.....	7,383	55	1,361	56	2,508	11,363
		Oviedo.....	85	5	6			96
		Pahokee.....	261		53		1	315
		Palatka.....	702	70	103		125	1,000
		Panama City.....	1,686	8	215		410	2,319
		Pensacola.....	6,820	161	802		803	8,586

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1942
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
		Perrine.....	60	5	14		152	231
		Pierson.....	70	14	2			86
		Pomona.....	26	21	2			49
		Pompano.....	217		27		186	430
		Ponte Vedra.....	92	3	21		157	273
		St. Augustine.....	2,037	11	311	15	243	2,617
		Sanford.....	1,303	32	180		187	1,702
		Sebastian.....	29	39	8			76
		Stuart.....	289	17	43		87	436
		Titusville.....	141		20			161
		Trenton.....	61	9	1			71
		Vero Beach.....	495	23	59		106	683
		West Palm Beach..	6,042	14	2,048		4,272	12,376
Starke Telephone Company.....	Starke, Fla.....	Starke.....	179		10	3		192
West Florida Telephone & Telegraph Co.	Marianna, Fla.....	Marianna.....	505	27	68		81	681
Winter Park Telephone Company.....	Winter Park, Fla.....	Winter Park.....	1,090	6	238		237	1,571
		Total.....	182,388	2,866	30,766	216	55,724	271,960

Note—Annual Reports not received from Hampton Telephone Company and West Putnam Telephone Company.-

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1942
GENERAL BALANCE SHEET—CLASS "A" AND "B" COMPANIES AT DECEMBER 31, 1942

NAME OF COMPANY	ASSETS							
	Telephone Plant	Investments in Affiliated Companies	Other Investments	Miscellaneous Physical Property	Sinking Funds	Current Assets	Deferred Charges	Total
Florida Telephone Corporation.....	\$ 1,247,860.51	\$	\$ 400,000.00	\$	\$	\$ 106,247.09	\$ 67,938.61	\$ 1,822,046.21
Gulf Telephone Company.....	49,199.24	.....	.....	.....	.....	974.14	.....	50,173.38
Inter County Telephone & Telegraph Co..	2,168,632.95	.....	.....	.....	.....	134,305.34	22,673.06	2,325,611.35
Milton Telephone Exchange.....	39,510.82	.....	720.00	.....	.....	9,221.41	15.00	49,467.23
Peninsular Telephone Company.....	13,005,193.46	.....	35,391.88	24,967.73	210.00	2,106,719.09	467,114.77	15,639,596.93
Quincy Telephone Company, Inc.....	119,638.40	.....	10,155.63	.....	.....	6,599.05	.....	136,393.08
St. Joseph Telephone & Telegraph Co.....	248,744.02	.....	.....	12,177.53	.....	81,149.84	589.47	342,600.86
Southeastern Telephone Company.....	1,705,832.95	.....	783.35	.....	.....	220,221.72	9,147.43	1,935,985.45
Southern Bell Telephone & Telegraph Co..	360,951,439.58	.....	2,209,616.17	652,775.52	.....	23,606,530.14	4,480,706.38	391,901,067.79
Lessee West Florida Telephone & Telegraph Company.....	.....	.....	41,611.53	.....	.....	19,587.51	.....	61,199.04
Winter Park Telephone Company.....	279,925.64	13,500.00	.....	.....	3,544.51	18,470.82	7,545.47	322,986.44
Total.....	\$379,815,977.57	\$ 13,500.00	\$2,698,278.56	\$ 689,860.78	\$ 3,754.51	\$26,310,026.15	\$5,055,730.19	\$414,587,127.76

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1942
GENERAL BALANCE SHEET—CLASS "A" AND "B" COMPANIES AT DECEMBER 31, 1942

NAME OF COMPANY	LIABILITIES								
	Stock	Long-Term Debt	Current Liabilities	Accrued Liabilities Not Due	Deferred Credits and Reserves	Contributions of Telephone Plant	Surplus Reserved	Unappropriated Surplus	Total
Florida Telephone Corp...	\$ 443,800.00	\$ 850,550.00	\$ 55,054.46	\$ 133,854.12	\$ 167,614.52	\$	\$	\$ 171,173.11	\$ 1,822,046.21
Gulf Telephone Co.....	10,000.00	.....	7,176.44	.....	30,237.00	.....	.....	2,759.94	50,173.38
Inter County Telephone & Telegraph Co.....	825,000.00	711,547.70	73,624.56	65,460.60	553,943.26	48,312.53	.....	47,722.70	2,325,611.35
Milton Telephone Exchange.....	13,682.00	.....	1,083.19	430.98	24,918.90	.....	.....	9,352.16	49,467.23
Peninsular Telephone Co..	5,216,220.57	4,005,000.00	290,524.29	837,785.51	4,391,944.17	62,726.05	.....	833,396.34	15,639,596.93
Quincy Telephone Company, Inc.....	55,500.00	.....	1,259.03	2,371.02	53,272.47	.....	.....	23,990.56	136,393.08
St. Joseph Telephone & Telegraph Co.....	50,000.00	.....	180,436.01	9,083.54	54,893.40	.....	.....	48,187.91	342,600.86
Southeastern Telephone Company.....	686,895.00	600,000.00	29,558.66	34,820.10	342,093.72	21,722.89	32,427.52	188,467.56	1,935,985.45
Southern Bell Telephone & Telegraph Co.....	175,000,000.00	109,292,494.49	10,461,984.57	15,578,890.73	76,633,564.96	28,351.00	518,151.49	4,387,630.55	391,901,067.79
Lessee West Florida Telephone & Telegraph Co	.....	.....	472.36	568.32	.....	.....	.....	60,158.36	61,199.04
Winter Park Telephone Co	52,700.00	159,000.00	17,391.87	212.61	58,900.66	1,531.11	.....	33,250.19	322,986.44
Total.....	\$182,353,797.57	\$115,618,592.19	\$11,118,565.44	\$16,663,477.53	\$82,311,383.06	\$ 162,643.58	\$ 550,579.01	\$5,808,089.38	\$414,587,127.76

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
INCOME ACCOUNT—CLASS "A" AND "B" COMPANIES—ENTIRE COMPANY

NAME OF COMPANY	Telephone Operating Revenues	Telephone Operating Expenses	Net Telephone Operating Revenues	Rent for Lease of Operating Property	Operating Taxes	Net Operating Income
Florida Telephone Corporation.....	\$ 425,466.99	\$ 260,686.89	\$ 164,780.10	\$.....	\$ 96,120.17	\$ 68,659.93
Gulf Telephone Company.....	14,633.46	12,569.73	2,063.73	.....	971.88	1,091.85
Inter County Telephone & Telegraph Company.....	397,524.23	237,870.08	159,654.15	.....	70,480.00	89,174.15
Milton Telephone Exchange.....	13,474.23	9,872.99	3,601.24	.....	1,574.03	2,027.21
Peninsular Telephone Company.....	3,542,539.97	1,882,165.19	1,660,374.78	.....	919,358.59	741,016.19
Quincy Telephone Company, Inc.....	33,319.63	25,072.89	8,246.74	.....	3,456.88	4,789.86
St. Joseph Telephone & Telegraph Company.....	46,877.53	38,128.39	8,749.14	.....	4,819.10	3,930.04
Southeastern Telephone Company.....	486,372.62	304,074.86	182,297.76	.....	78,781.46	103,516.30
Southern Bell Telephone & Telegraph Company.....	102,614,834.79	67,137,702.95	35,481,131.84	.....	20,126,681.53	15,354,450.31
Lessee West Florida Telephone & Telegraph Company.....	33,057.62	21,674.92	11,382.70	4,200.00	3,204.55	3,978.15
Winter Park Telephone Company.....	65,447.36	47,822.68	17,624.68	.....	5,066.56	12,558.12
Total.....	\$107,673,548.43	\$69,973,364.57	\$37,699,906.86	\$ 4,200.00	\$21,310,514.75	\$16,385,192.11

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1943
INCOME ACCOUNT—CLASS "A" AND "B" COMPANIES—ENTIRE COMPANY (Continued)

NAME OF COMPANY	Other Income	Miscellaneous Deductions from Income	Income Available for Fixed Charges	Fixed Charges	Net Income	Dividend Appropriations	Income Balance
Florida Telephone Corporation.....	\$ 16,000.00	\$	\$ 84,659.93	\$ 50,216.04	\$ 34,443.89	\$ 17,507.00	\$ 16,936.89
Gulf Telephone Company.....	.....	.....	1,091.85	481.50	610.35	.....	610.35
Inter County Telephone & Telegraph Co.....	142.50	.....	89,316.65	27,338.71	61,977.94	.....	61,977.94
Milton Telephone Exchange.....	.....	.....	2,027.21	.....	2,027.21	.....	2,027.21
Peninsular Telephone Company.....	8,149.20	17,963.44	731,201.95	151,548.36	579,653.59	140,000.00	439,653.59
Quincy Telephone Company, Inc.....	272.51	.....	5,062.37	.....	5,062.37	4,050.00	1,012.37
St. Joseph Telephone & Telegraph Co.....	10,818.25	4,327.30	10,420.99	900.59	9,520.40	.....	9,520.40
Southeastern Telephone Company.....	5,846.64	435.10	108,927.84	21,087.04	87,840.80	.....	87,840.80
Southern Bell Telephone & Telegraph Co.....	412,526.35	781,826.55	14,985,150.11	3,433,112.58	11,552,037.53	*11,552,037.53	.....
Lessee West Florida Telephone & Telegraph Co.....	1,356.39	.....	5,334.54	.....	5,334.54	.....	5,334.54
Winter Park Telephone Company.....	143.95	.....	12,702.07	7,010.60	5,691.47	1,132.00	4,559.47
Total.....	\$ 455,255.79	\$ 804,552.39	\$16,035,895.51	\$ 3,691,695.42	\$12,344,200.09	\$11,714,726.53	\$ 629,473.56

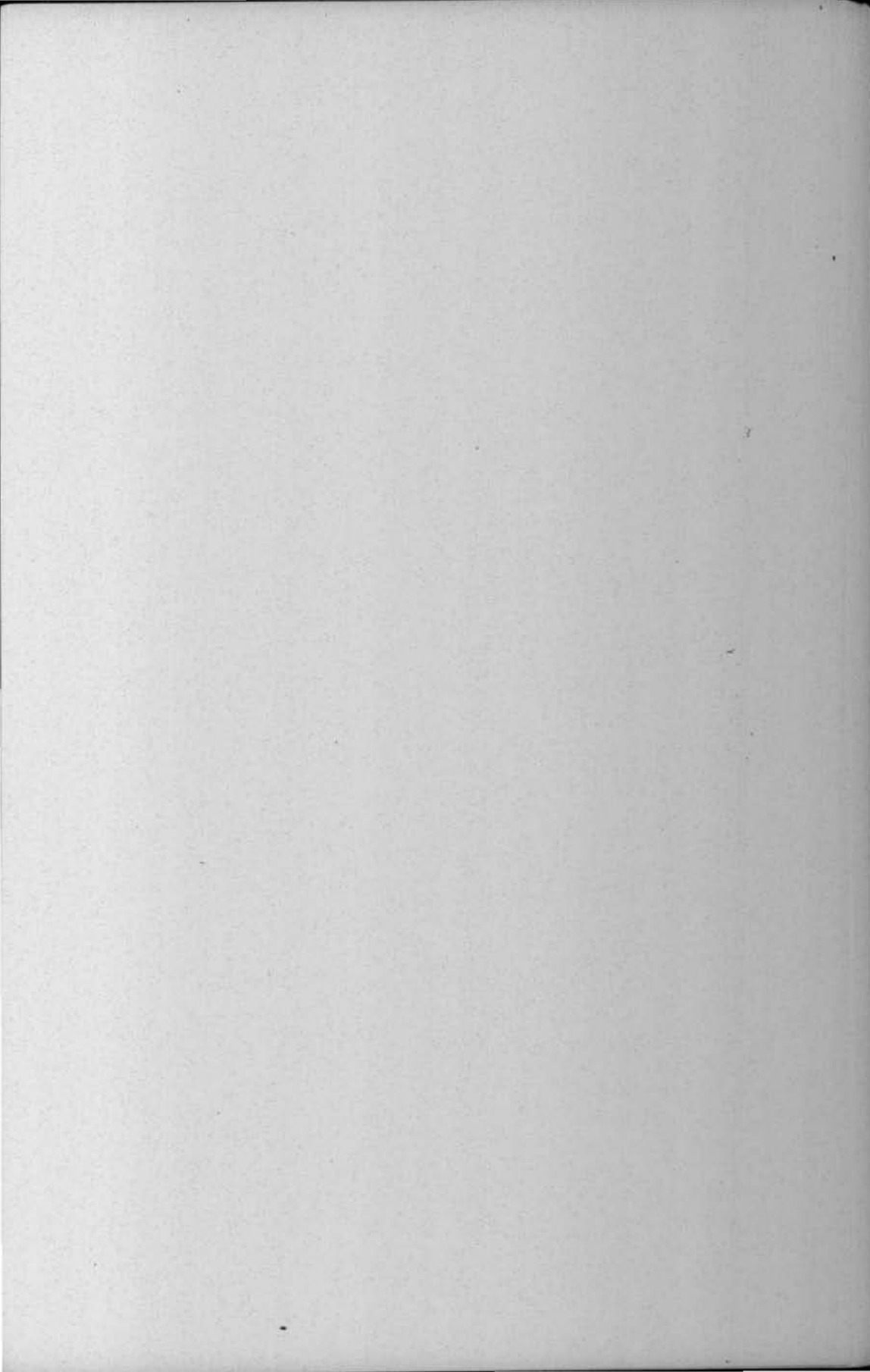
*Includes \$518,151.49 miscellaneous reservations of income in respect of the excess profits tax credit for 1942 not used through debt retirement.

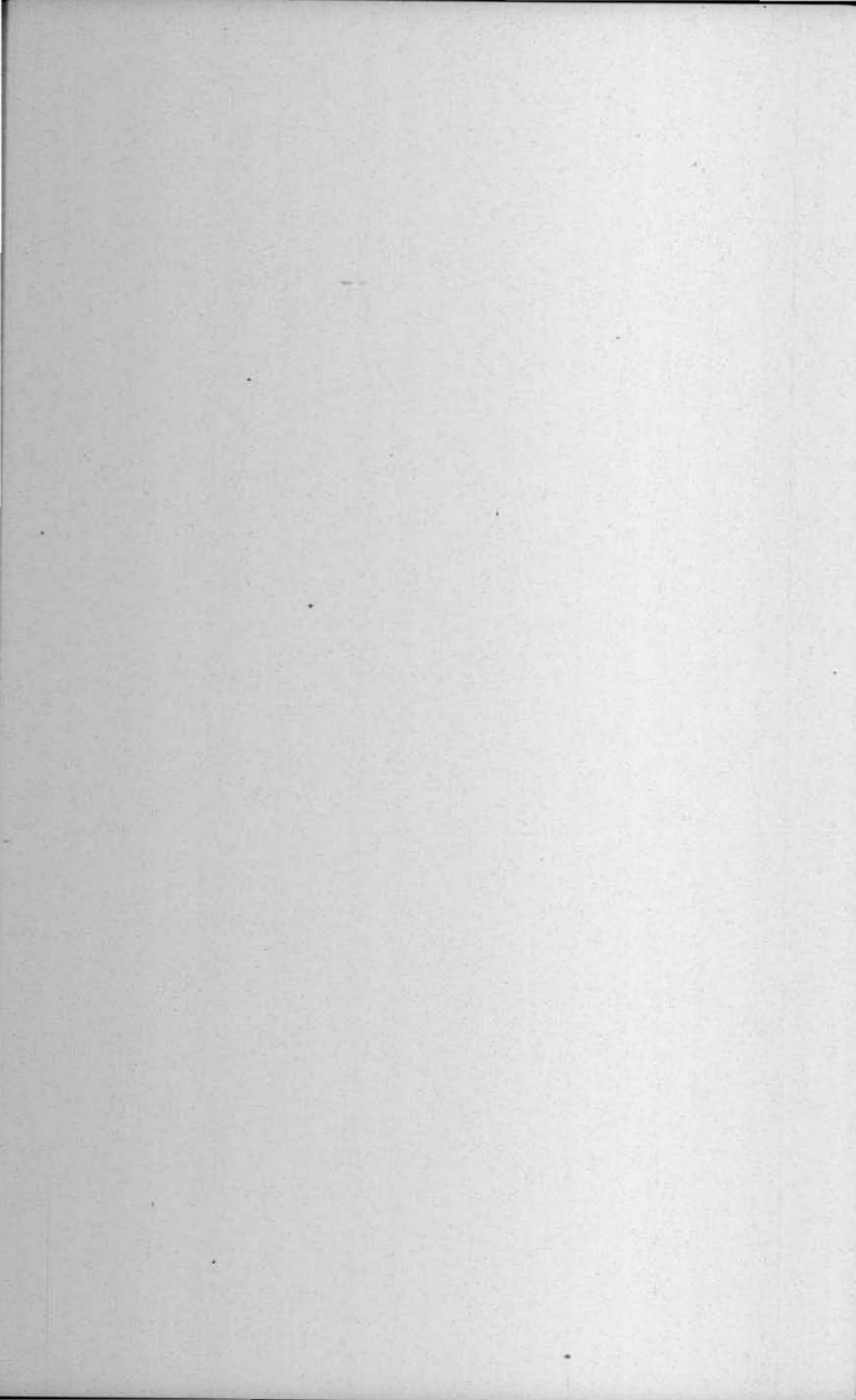
STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1942
INCOME ACCOUNT—CLASS "C" COMPANIES

NAME OF COMPANY	Total Operating Revenue	Total Operating Expenses	Taxes	Miscellaneous Income	Interest and Miscellaneous Deductions	Net Income
Callahan Telephone & Telegraph Company.....	\$ 2,856.08	\$ 2,429.16	\$ 217.80	\$ 936.50	\$ 60.00	\$ 1,085.62
Cottondale Telephone Company.....	2,107.06	2,014.00	91.30	.....	.....	1.76
Macclesny Telephone Company.....	2,340.03	2,166.82	153.86	.....	.....	19.35
McIntosh Telephone Company.....	3,767.02	3,064.09	688.42	.....	.....	14.51
Molino Telephone Company.....	443.80	458.90	20.00	.....	.....	35.10
Orange City Telephone Company.....	1,918.32	1,659.54	105.79	.....	87.58	65.41
Riverside Telephone Company(AA).....	5,472.11	4,901.20	223.63	.....	411.82	64.54
Sneads Telephone Exchange.....	1,198.79	500.44	52.00	.....	.....	646.35
Starke Telephone Company.....	8,945.00	8,645.00	300.00	.....	.....	.....
Total.....	\$ 29,048.21	\$ 25,839.15	\$ 1,852.80	\$ 936.50	\$ 559.40	\$ 1,733.36

(AA)—Sold to St. Joseph Telephone & Telegraph Company and ceased operations September 30, 1942.

*—Indicates deficit.





**Auto Transportation
Companies**

**AUTO TRANSPORTATION COMPANIES AND INDIVIDUALS
OPERATING LESS THAN FULL CALENDAR YEAR 1942**

NAME OF COMPANY OR INDIVIDUAL	FROM	TO
BUS OPERATIONS		
Ashmore Coach Line.....	January 1, 1942	January 15, 1942
Coastal Stages.....	July 1, 1942	December 31, 1942
Florida-Alabama Motor Lines.....	January 1, 1942	December 31, 1942
Hartsell Brothers Bus Line.....	January 20, 1942	December 31, 1942
Red Bus Line, Inc.....	April 1, 1942	December 31, 1942
Stanley's Sightseeing & Taxicab Company.....	August 1, 1942	December 31, 1942
Transit Lines, Inc.....	June 1, 1942	December 31, 1942
Teche Lines, Inc. were purchased by The Greyhound Corporation which latter company submitted its first report for 1942.		
Union Bus Company merged with Southeastern Greyhound Lines as at December 31, 1941.		
TRUCK OPERATIONS		
Miami Transfer Company (originally Chesire Truck Line).....	January 1, 1942	December 31, 1942
Al Welch's Transfer.....	April 1, 1942	December 31, 1942

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
TRUCK OPERATIONS—COMMON CARRIER								
Bee Line Transfer.....	\$ 64,242.35	\$ 2,081.25	\$.....	\$ 10.00	\$ 1,736.04	\$ 731.94	\$.....	\$ 68,801.58
C. & H. Transfer Company.....	20,825.80				108.70	75.00		21,009.50
Fogarty Brothers Transfer, Inc.....	48,118.61	9,266.97		35.00	5,979.14	788.54		64,188.26
Green Brothers Transfer Company.....	15,078.75				695.09			15,773.84
Highway Transportation Company.....	1,433.30				302.45	38.58		1,774.33
Hunt Truck Line.....	66,584.80			5.00	18,485.87	1,047.45		86,123.12
Miami Transfer Company.....	3,047.35				851.32			3,898.67
Peters Truck Line.....	1,547.50				1,010.17			2,557.67
Union Express Freight Company, Inc.....	36,197.61				3,817.81	75.00		40,090.42
Al Welch's Transfer.....	4,685.00				12,852.41			17,537.41
Total Truck Operations—Common Carrier	\$ 261,761.07	\$ 11,348.22	\$.....	\$ 50.00	\$ 45,839.00	\$ 2,756.51	\$.....	\$ 321,754.80

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
GENERAL BALANCE SHEET—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
BUS OPERATIONS—COMMON CARRIER								
Air Base Bus Line, Inc.	\$ 146,215.41	\$.	\$.	\$.	\$ 10,984.65	\$ 1,090.50	\$.	\$ 158,290.56
Coastal Stages	20,341.26				1,296.32			21,637.58
Cocoa & Peninsula Motor Lines, Inc.	22,663.64		350.00		1,865.24	1,299.91		26,178.79
Florida-Alabama Motor Lines	89,776.46	1,130.43		76.00	51,062.47			142,045.36
Glades Motor Lines, Inc.	49,989.87			555.00	24,411.87	2,563.95		77,520.69
Gulf Coast Motor Lines, Inc.	16,026.11				13,037.61	453.95		29,517.67
Hartsell Brothers Bus Line	15,067.67			84.25	11,071.47	868.04		27,091.43
Lee's Coach Line	99,319.40			61.00	109,843.30	6,575.12		215,798.82
Miami-Opa Locka Bus Line, Inc.	25,866.59			50.00	2,571.61	1,074.66		29,562.86
Miller, J. O. Bus Line	29,000.00				4,498.15			33,498.15
Monroeville Bus Company, Inc.	51,230.10			8.00	42,707.86	1,951.22		95,897.18
Orange Lines, Inc.	239,756.89	740.00		354.00	49,427.90	725.61	4,937.47	295,941.87
Orlando Transit Company	18,231.70	184,358.99		65.00	2,892.16	7,801.52	2,544.01	215,893.38
Pass-a-Grille Beach Bus Line	20,455.32				3,497.26	974.10		24,926.68
Red Bus Line, Inc.	16,161.58				662.68	692.04		17,516.30
Southern Tours, Inc.	27,970.51			100.00	727.41	122.58		28,920.50
Stanley's Sightseeing & Taxicab Company	4,000.00	5,450.00			1,321.15	150.00		10,921.15
Suwannee & Gulf Stages	2,485.00				50.00	78.75		2,613.75
Transit Lines, Inc.	52,598.20			1,110.85	10,425.58	457.51		64,592.14
Weaver Coach Line	1,030.00					83.75		1,113.75
Wise Motor Line	5,042.11				2,306.95			7,349.06
Total Bus Operations—Common Carrier	\$ 953,227.82	\$ 191,679.42	\$ 350.00	\$ 2,464.10	\$ 344,661.64	\$ 26,963.21	\$ 7,481.48	\$1,526,827.67
COMBINATION BUS AND TRUCK OPERATIONS								
McJunkin Truck & Bus Line	\$ 30,020.70	\$.	\$.	\$.	\$ 2,218.46	\$ 1,876.30	\$.	\$ 34,115.46
St. Andrews Bay Transportation Company	126,824.93	6.00		1,047.10	138,711.70	3,167.21	1,144.07	270,901.01
Total Combination Bus & Truck Operations	\$ 156,845.63	\$ 6.00	\$.	\$ 1,047.10	\$ 140,930.16	\$ 5,043.51	\$ 1,144.07	\$ 305,016.47

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
GENERAL BALANCE SHEET—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietor- ship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
TRUCK OPERATIONS— COMMON CARRIER									
Bee Line Transfer.....	\$.....	\$43,468.97	\$.....	\$ 1,357.22	\$ 414.89	\$.....	\$ 23,560.50	\$.....	\$ 68,801.58
C. & H. Transfer Co.....	.....	973.59	.....	.....	774.44	.....	19,261.47	.....	21,009.50
Fogarty Brothers Transfer, Inc.....	10,000.00	.....	\$,494.57	16,536.52	852.59	.....	31,512.79	* 208.21	64,188.26
Green Brothers Transfer Co.....	.....	4,135.58	2,673.38	800.50	58.18	.....	8,106.20	.....	15,773.84
Highway Transportation Co.....	1,500.00	.....	.....	575.75	5.15	.....	600.00	* 906.57	1,774.33
Hunt Truck Line.....	.....	35,004.33	.....	26,162.81	826.46	.....	24,129.52	.....	86,123.12
Miami Transfer Co.....	.....	3,398.18	.....	396.44	35.65	.....	68.40	.....	3,898.67
Peters Truck Line.....	.....	1,754.74	.....	300.00	.....	.....	502.93	.....	2,557.67
Union Express Freight Co., Inc.....	17,075.00	.....	.....	13,977.67	.....	.....	14,682.29	* 5,644.54	40,090.42
Al Welch & Transfer.....	.....	6,582.30	.....	9,947.93	216.55	.....	790.63	.....	17,537.41
Total Truck Operations— Common Carrier.....	\$ 28,575.00	\$95,317.69	\$ 8,167.95	\$ 70,054.84	\$ 3,183.91	\$.....	\$ 123,214.73	\$ *6,759.32	\$ 321,754.80

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
GENERAL BALANCE SHEET—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietor- ship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
BUS OPERATIONS— COMMON CARRIER									
Air Base Bus Line, Inc.....	\$ 5,000.00	\$	\$ 13,481.00	\$ 54,072.88	\$27,143.98	\$	\$ 31,609.94	\$26,982.76	\$ 158,290.56
Coastal Stages.....		3,876.90	9,650.00	6,552.59	230.83		1,327.26		21,637.58
Cocoa & Peninsula Motor Lines, Inc.....	10,000.00		10,009.00	798.79	315.06		3,270.63	1,785.31	26,178.79
Florida-Alabama Motor Lines.....		19,116.08	27,409.54	11,664.05	58,704.03		25,151.66		142,045.36
Glades Motor Lines, Inc.....	6,170.43		14,490.59	23,604.63	4,851.41		11,675.18	16,728.45	77,520.69
Gulf Coast Motor Lines, Inc.....	500.00		3,061.44		17.95		5,628.79	20,309.49	29,517.67
Hartsell Brothers Bus Line.....		13,574.33	7,130.67	2,177.61	463.67		3,745.15		27,091.43
Lee's Coach Line.....		67,586.45	3,867.90	45,338.58	74,317.19		24,688.70		215,798.82
Miami-Opa Locka Bus Line, Inc.....	2,500.00		1,683.00	14,961.84	574.66	150.00	6,776.52	2,916.84	29,562.86
Miller, J. O. Bus Line.....		23,241.91		2,040.00			8,216.24		33,498.15
Monroeville Bus Co., Inc.....	2,500.00			10,612.43			31,343.05	51,441.70	95,897.18
Orange Lines, Inc.....	10,000.00		77,648.58	46,326.10	6,474.58	200.00	97,038.68	58,253.93	295,941.87
Orlando Transit Co.....	20,000.00		116,845.53	18,548.69	17,653.49		35,555.10	7,290.57	215,893.38
Pass-a-Grille Beach Bus Line.....			917.13				11,298.67	12,710.88	24,926.68
Ped Bus Line, Inc.....	5,000.00		3,425.00	6,955.00	391.43		874.15	870.72	17,516.30
Southern Tours, Inc.....	2,400.00		4,111.90	39,684.18	1,781.05		19,082.16	*38,138.79	28,920.50
Stanley's Sightseeing & Taxicab Co.....		9,479.74	681.00				760.41		10,921.15
Suwannee & Gulf Stages.....		1,416.46		420.00	100.48		676.81		2,613.75
Transit Lines, Inc.....	11,600.00		17,750.00	16,435.00	3,508.07		8,728.65	6,570.42	64,592.14
Weaver Coach Line.....		538.09			10.80		564.86		1,113.75
Wise Motor Line.....		5,744.72					1,604.34		7,349.06
Total Bus Operations— Common Carrier.....	\$ 75,670.43	\$144,574.68	\$ 311,245.15	\$ 301,109.50	\$196,538.68	\$ 350.00	\$ 329,616.95	\$167,722.28	\$1,526,827.67
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin Truck & Bus Line.....	\$	\$13,638.34	\$ 1,000.00	\$ 2,481.47	\$ 1,766.72	\$	\$ 15,228.93	\$	\$ 34,115.46
St. Andrews Bay Transportation Co.....	11,500.00		60,000.00	47,860.78	79,574.11	1,330.42	65,360.62	5,275.08	270,901.01
Total Combination Bus and Truck Operations	\$ 11,500.00	\$13,638.34	\$ 61,000.00	\$ 50,342.25	\$81,340.83	\$ 1,330.42	\$ 80,589.55	\$ 5,275.08	\$ 305,016.47

*-Indicates debit item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
TRUCK OPERATIONS—COMMON CARRIER					
Bee Line Transfer.....	\$.....	\$ * 1,718.55	\$.....	\$ * 1,718.55	\$.....
C. & H. Transfer Company.....		2,158.24		2,158.24	
Fogarty Brothers Transfer, Inc.....	* 517.79	309.58			* 208.21
Green Brothers Transfer Company.....		199.88		199.88	
Highway Transportation Company.....	* 801.19	105.38			* 906.57
Hunt Truck Line.....		11,031.29		11,031.29	
Miami Transfer Company.....		418.22		418.22	
Peters Truck Line.....		* 1,422.70		* 1,422.70	
Union Express Freight Company, Inc.....	* 564.19	5,080.35			* 5,644.54
Al Welch's Transfer.....		1,707.30		1,707.30	
Total Truck Operations—Common Carrier.....	\$ * 1,883.17	\$ 7,497.53	\$.....	\$ 12,373.68	\$ * 6,759.32

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
BUS OPERATIONS—COMMON CARRIER					
Air Base Bus Line, Inc.	\$ 1,213.40	\$ 25,388.05	\$ 752.37	\$ 371.06	\$ 26,982.76
Coastal Stages		4,689.23		4,689.23	
Cocoa & Peninsula Motor Lines, Inc.	* 3,670.11	5,455.42			1,785.31
Florida-Alabama Motor Lines		31,617.07		31,617.07	
Glades Motor Lines, Inc.	* 298.84	16,912.41	114.88		16,728.45
Gulf Coast Motor Line, Inc.	5,989.22	14,020.27	300.00		20,309.49
Hartsell Brothers Bus Line		15,624.33		15,624.33	
Lee's Coach Line		21,390.66		21,390.66	
Miami-Opa Locka Bus Line, Inc.	* 4,853.41	7,289.10	481.15		2,916.84
Miller, J. O. Bus Line		20,508.04		20,508.04	
Monroeville Bus Company, Inc.		41,417.44		6,250.00	51,441.70
Orange Lines, Inc.	* 744.79	61,093.79	9,998.15	12,093.22	58,253.93
Orlando Transit Company	2,437.78	7,002.79		2,150.00	7,290.57
Pass-a-Grille Beach Bus Line	3,424.66	9,286.22			12,710.88
Red Bus Line, Inc.		870.72			870.72
Southern Tours, Inc.	* 38,575.24	* 2,689.55	1,000.00		* 40,264.79
Stanley's Sightseeing & Taxicab Company		3,430.76		3,430.67	
Suwannee & Gulf Stages		602.71		602.71	
Transit Lines, Inc.		6,570.42			6,570.42
Weaver Coach Line		1,481.25		1,481.25	
Wise Motor Line		2,705.87		2,705.87	
Total Bus Operations—Common Carrier	\$ * 18,803.07	\$ 294,666.91	\$ 12,646.55	\$ 122,914.11	\$ 165,596.28
COMBINATION BUS AND TRUCK OPERATIONS					
McJunkin Truck & Bus Line	\$	2,586.45	\$ 185.00	\$ 2,771.45	\$
St. Andrews Bay Transportation Company	* 13,664.85	28,065.90	50.00	9,175.97	5,275.08
Total Combination Bus and Truck Operations	\$ * 13,664.85	\$ 30,652.35	\$ 235.00	\$ 11,947.42	\$ 5,275.08

*—Indicates debit item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

INCOME ACCOUNT—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non- Operating Income	Income Deductions	Net Balance Carried to P. & L. Account
TRUCK OPERATIONS— COMMON CARRIER									
Bee Line Transfer.....	\$ 30,969.03	\$ 30,600.06	\$ 368.97	\$ 2,285.29	\$ 2,654.26	\$ 4,247.10	\$.....	\$ 125.71	\$ * 1,718.55
C. & H. Transfer Co.....	15,109.68	9,538.60	5,571.08	* 2,013.72	3,557.36	1,399.12	.....	.....	2,158.24
Fogarty Brothers Transfer, Inc.....	50,348.91	42,321.64	8,027.27	* 286.49	7,740.78	6,560.54	.....	870.66	309.58
Green Brothers Transfer Co.....	6,875.29	5,706.89	1,168.40	.....	1,168.40	910.36	.....	\$8.16	199.88
Highway Transportation Co.....	3,324.92	2,859.83	465.09	.....	465.09	570.47	.....	.....	* 105.38
Hunt Truck Line.....	99,349.23	77,094.59	22,254.64	.....	22,254.64	10,871.14	.....	352.21	11,031.29
Miami Transfer Co.....	4,699.70	3,586.18	1,113.52	.....	1,113.52	455.30	.....	240.00	418.22
Peters Truck Line.....	3,719.20	4,168.24	* 449.04	.....	* 449.04	916.56	.....	\$7.10	* 1,422.70
Union Express Freight Co., Inc.....	106,225.16	97,587.88	8,637.28	.....	8,637.28	11,596.69	.....	2,120.94	* 5,080.35
Al Welch & Transfer.....	12,663.06	9,970.70	2,692.36	.....	2,692.36	1,111.31	159.85	33.60	1,707.30
Total Truck Operations— Common Carrier.....	\$ 333,284.18	\$ 283,434.61	\$ 49,849.57	\$ * 14.92	\$ 49,834.65	\$ 38,638.59	\$ 159.85	\$ 3,858.38	\$ 7,497.53

*-Indicates debit item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
INCOME ACCOUNT—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

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FORTY-SEVENTH ANNUAL REPORT

NAME OF COMPANY	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non- Operating Income	Income Deductions	Net Balance Carried to P. & L. Account
BUS OPERATIONS— COMMON CARRIER									
Air Base Bus Line, Inc.	\$ 300,727.73	\$ 221,905.45	\$ 78,822.28	\$	\$ 78,822.28	\$ 51,533.89	\$	\$ 1,900.34	\$ 25,388.05
Coastal Stages	16,459.09	10,096.79	6,362.30	.....	6,362.30	1,478.44	.....	194.63	4,689.23
Cocoa & Peninsula Motor Lines, Inc.	28,388.80	18,660.51	9,728.29	.....	9,728.29	3,983.20	.....	289.67	5,455.42
Florida-Alabama Motor Lines	218,421.13	127,289.90	91,131.23	.....	91,131.23	57,853.73	.....	1,660.43	31,617.07
Glades Motor Lines, Inc.	193,333.64	145,008.76	48,324.88	.....	48,324.88	24,497.78	.....	6,914.69	16,912.41
Gulf Coast Motor Line, Inc.	57,524.49	38,407.37	19,117.12	.....	19,117.12	4,749.58	.....	347.27	14,020.27
Hartsell Brothers Bus Line	65,696.23	43,282.29	22,413.94	.....	22,413.94	6,214.71	.....	574.90	15,624.33
Lee's Coach Line	241,974.69	132,436.24	109,538.45	120.95	109,659.40	87,189.47	.....	1,079.27	21,390.66
Miami-Opa Locka Bus Line, Inc.	64,604.75	49,184.33	15,420.42	.....	15,420.42	7,106.34	.....	1,024.98	7,289.10
Miller, J. O. Bus Line	58,176.35	30,258.18	27,918.17	.....	27,918.17	7,410.13	.....	.....	20,508.04
Monroeville Bus Co., Inc.	135,335.94	76,173.92	59,262.02	.....	59,262.02	16,211.11	.....	1,633.47	41,417.44
Orange Lines, Inc.	527,946.89	334,793.10	193,153.79	.....	193,153.79	58,394.72	.....	74,067.70	61,093.79
Orlando Transit Co.	26,742.64	20,629.96	6,112.68	.....	6,112.68	5,630.21	402.42	4,653.38	7,002.79
Pass-a-Grille Beach Bus Line	41,034.26	27,450.40	13,583.86	.....	13,583.86	4,040.23	11,173.70	257.41	9,286.22
Red Bus Line, Inc.	16,061.89	13,625.24	2,436.65	.....	2,436.65	1,504.10	.....	61.83	870.72
Southern Tours, Inc.	21,056.42	18,958.71	2,097.71	.....	2,097.71	2,781.35	.....	2,005.91	2,689.55
Stanley's Sightseeing & Taxicab Co.	5,073.15	4,231.22	841.93	3,274.97	4,116.90	686.23	.....	.....	3,430.67
Suwannee & Gulf Stages	4,275.10	2,986.32	1,288.78	.....	1,288.78	644.79	.....	41.28	602.78
Transit Lines, Inc.	64,124.06	48,312.93	15,811.13	.....	15,811.13	8,429.25	.....	811.46	6,570.42
Weaver Coach Line	4,256.36	2,324.32	1,932.04	.....	1,932.04	450.79	.....	.....	1,481.25
Wise Motor Line	8,209.95	3,739.83	4,470.12	.....	4,470.12	1,764.25	.....	.....	2,705.87
Total Bus Operations— Common Carrier	\$2,099,423.56	\$1,369,655.77	\$ 729,767.79	\$ 3,395.92	\$ 733,163.71	\$ 352,554.30	\$ 11,576.12	\$ 97,518.62	\$ 294,666.91
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin Truck & Bus Line	\$ 38,785.37	\$ 31,070.06	\$ 7,715.31	\$	\$ 7,715.31	\$ 4,950.28	\$ 248.10	\$ 426.68	\$ 2,586.45
St. Andrews Bay Transportation Co.	291,122.80	153,434.82	137,687.98	.....	137,687.98	109,631.06	263.70	254.72	28,065.90
Total Combination Bus and Truck Operations	\$ 329,908.17	\$ 184,504.88	\$ 145,403.29	\$	\$ 145,403.29	\$ 114,581.34	\$ 511.80	\$ 681.40	\$ 30,652.35

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

OPERATING REVENUES—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Passenger Revenue	Baggage Revenue	Special Chartered for Hire Bus Revenue	U.S. Mail (on Buses)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
TRUCK OPERATIONS— COMMON CARRIER									
Bee Line Transfer.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$ 30,644.69	\$ 30,644.69	\$ 324.34	\$ 30,969.03
C. & H. Transfer Co.....						14,828.58	14,828.58	281.10	15,109.68
Fogarty Brothers Transfer.....						49,074.57	49,074.57	1,274.34	50,348.91
Green Brothers Transfer Co.....						6,243.46	6,243.46	631.83	6,875.29
Highway Transportation Co.....						3,306.96	3,306.96	17.96	3,324.92
Hunt Truck Line.....						98,015.69	98,015.69	1,333.54	99,349.23
Miami Transfer Co.....						4,679.40	4,679.40	20.30	4,699.70
Peters Truck Line.....						3,614.10	3,614.10	105.10	3,719.20
Union Express Freight Co., Inc.....						105,360.49	105,360.49	864.67	106,225.16
Al Welch's Transfer.....						12,663.06	12,663.06		12,663.06
Total Truck Operations— Common Carrier.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$ 328,431.00	\$ 328,431.00	\$ 4,853.18	\$ 333,284.18

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
OPERATING REVENUES—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Passenger Revenue	Baggage Revenue	Special Chartered for Hire Bus Revenue	U.S. Mail (on Buses)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
BUS OPERATIONS— COMMON CARRIER									
Air Base Bus Line, Inc.....	\$ 296,148.92	\$	\$ 3,810.00	\$	\$	\$	\$ 299,958.92	\$ 768.81	\$ 300,727.73
Coastal Stages.....	16,360.93	.....	.....	.....	86.91	.....	16,447.84	11.25	16,459.09
Cocoa & Peninsula Motor Lines, Inc...	28,047.20	.....	.....	.....	341.60	.....	28,388.80	.....	28,388.80
Florida-Alabama Motor Lines.....	197,575.17	.....	6,564.38	.....	497.08	.....	204,636.63	13,784.50	218,421.13
Glades Motor Lines, Inc.....	186,501.00	.....	1,445.30	.....	5,086.58	.....	193,032.88	300.76	193,333.64
Gulf Coast Motor Line, Inc.....	48,932.14	.....	2,692.91	365.01	2,849.11	.....	54,839.17	2,685.32	57,524.49
Hartsell Brothers Bus Line.....	62,748.32	.....	2,746.13	.....	246.78	.....	65,471.23	225.00	65,696.23
Lee's Coach Line.....	236,304.62	.....	.....	525.00	2,573.81	.....	239,403.43	2,571.26	241,974.69
Miami-Opa Locka Bus Line, Inc.....	63,554.09	.....	306.14	.....	244.52	.....	64,104.75	500.00	64,604.75
Miller, J. O. Bus Line.....	58,176.35	.....	.....	.....	.....	.....	58,176.35	.....	58,176.35
Monroeville Bus Co., Inc.....	128,632.89	.....	3,920.70	.....	2,782.35	.....	135,335.94	.....	135,335.94
Orange Lines, Inc.....	527,782.50	.....	.....	.....	.....	.....	527,782.50	164.39	527,946.89
Orlando Transit Co.....	26,687.30	.....	.....	.....	.....	.....	26,687.30	55.34	26,742.64
Pass-a-Grille Beach Bus Line.....	41,034.26	.....	.....	.....	.....	.....	41,034.26	.....	41,034.26
Red Bus Line, Inc.....	16,061.89	.....	.....	.....	.....	.....	16,061.89	.....	16,061.89
Southern Tours, Inc.....	20,412.85	.....	523.50	.....	72.67	.....	21,009.02	47.40	21,056.42
Stanley's Sightseeing & Taxicab Co...	5,073.15	.....	.....	.....	.....	.....	5,073.15	.....	5,073.15
Suwannee & Gulf Stages.....	2,460.44	.....	.....	1,749.16	65.50	.....	4,275.10	.....	4,275.10
Transit Lines, Inc.....	59,745.65	.....	4,159.40	.....	40.04	.....	63,946.09	177.97	64,124.06
Weaver Coach Line.....	2,623.48	.....	.....	1,296.00	336.88	.....	4,256.36	.....	4,256.36
Wise Motor Line.....	7,903.95	.....	.....	192.00	114.00	.....	8,209.95	.....	8,209.95
Total Bus Operations— Common Carrier.....	\$2,032,768.10	\$	\$ 25,898.46	\$ 4,127.17	\$ 15,337.83	\$	\$2,078,131.56	\$ 21,292.00	\$2,099,423.56
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin Truck & Bus Line.....	\$ 25,092.98	\$	\$ 1,650.55	\$	\$ 939.20	\$ 5,153.48	\$ 36,836.21	\$ 1,549.16	\$ 38,785.37
St. Andrews Bay Transportation Co....	192,908.26	2.45	1,444.11	6,281.14	2,239.75	87,251.03	290,126.74	996.06	291,122.80
Total Combination Bus and Truck Operations.....	\$ 218,001.24	\$ 2.45	\$ 3,094.66	\$ 6,281.14	\$ 3,178.95	\$ 96,404.51	\$ 326,962.95	\$ 2,945.22	\$ 329,908.17

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

OPERATING EXPENSES—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Traffic Expenses	Administrative and General Expenses	Total Operating Expenses
TRUCK OPERATIONS—COMMON CARRIER						
Bee Line Transfer	\$ 4,325.89	\$	\$ 12,954.84	\$ 556.94	\$ 12,762.39	\$ 30,600.06
C. & H. Transfer Company	606.10	.....	7,372.50	120.00	1,440.00	9,538.60
Fogarty Brothers Transfer, Inc.	6,937.20	1,745.91	20,159.22	1,408.93	12,070.38	42,321.64
Green Brothers Transfer Company	847.37	.....	2,854.92	248.39	1,756.21	5,706.89
Highway Transportation Company	683.46	.....	1,936.12	128.86	111.39	2,859.83
Hunt Truck Line	18,978.37	.....	37,779.58	3,678.87	16,657.77	77,094.59
Miami Transfer Company	68.40	.....	2,031.18	1.25	1,485.35	3,586.18
Peters Truck Line	574.24	.....	2,171.52	23.40	1,399.08	4,168.24
Union Express Freight Company, Inc.	13,384.27	.....	59,108.23	48.57	25,046.81	97,587.88
Al Welch & Transfer	2,173.35	.....	3,549.16	155.00	4,093.19	9,970.70
Total Truck Operations—Common Carrier	\$ 48,578.65	\$ 1,745.91	\$ 149,917.27	\$ 6,370.21	\$ 76,822.57	\$ 283,434.61

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

OPERATING EXPENSES—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Traffic Expenses	Administrative and General Expenses	Total Operating Expenses
BUS OPERATIONS—COMMON CARRIER						
Air Base Bus Line, Inc.	\$ 61,828.07	\$	\$ 83,006.88	\$ 1,942.69	\$ 75,127.81	\$ 221,905.45
Coastal Stages	3,640.90	.....	4,392.26	14.61	2,049.02	10,096.79
Cocoa & Peninsula Motor Lines, Inc.	4,911.92	.....	9,083.35	86.35	4,578.89	18,660.51
Florida-Alabama Motor Lines	31,733.26	4,109.00	76,109.60	175.81	15,162.23	127,289.90
Glades Motor Lines, Inc.	32,930.86	2,221.55	59,917.14	7,768.27	42,368.94	145,008.76
Gulf Coast Motor Line, Inc.	13,762.07	.....	12,101.87	29.00	12,514.43	38,407.37
Hartsell Brothers Bus Line	15,936.29	.....	19,707.89	30.78	7,607.33	43,282.29
Lee's Coach Line	28,277.03	7,841.00	59,819.55	551.37	35,947.29	132,436.24
Miami-Opa Locka Bus Line, Inc.	15,723.91	2,323.05	20,324.27	180.00	10,633.10	49,184.33
Miller, J. O. Bus Line	10,655.62	.....	13,002.50	146.90	6,453.16	30,258.18
Monroeville Bus Company, Inc.	19,212.54	3,927.30	39,707.51	799.22	12,427.35	76,073.92
Orange Lines, Inc.	136,815.06	7,154.86	114,149.35	5,484.28	71,189.55	334,793.10
Orlando Transit Company	5,346.83	2,192.82	10,087.09	243.13	2,760.09	20,629.96
Pass-a-Grille Beach Bus Line	7,514.26	338.35	14,941.94	1,218.69	3,437.16	27,450.40
Red Bus Line, Inc.	2,114.98	.....	4,819.41	646.25	6,044.60	13,625.24
Southern Tours, Inc.	4,194.11	1,289.56	6,099.11	3,166.74	4,209.19	18,958.71
Stanley's Sightseeing & Taxicab Company	1,245.34	.....	2,513.08	.....	472.80	4,231.22
Suwannee & Gulf Stages	728.26	.....	2,054.23	.....	203.83	2,986.32
Transit Lines, Inc.	11,575.85	720.29	17,083.35	408.28	18,525.16	48,312.93
Weaver Coach Line	649.78	.....	1,456.46	.....	218.08	2,324.32
Wise Motor Line	1,207.27	.....	1,590.88	14.00	927.68	3,739.83
Total Bus Operations—Common Carrier	\$ 410,004.21	\$ 32,117.78	\$ 571,769.72	\$ 22,906.37	\$ 332,857.69	\$1,369,655.77
COMBINATION BUS AND TRUCK OPERATIONS						
McJunkin Truck & Bus Line	\$ 8,370.12	\$	\$ 10,454.98	\$	\$ 12,244.96	\$ 31,070.06
St. Andrews Bay Transportation Company	53,503.07	2,105.15	79,663.44	1,875.86	16,287.30	153,434.82
Total Combination Bus and Truck Operations	\$ 61,873.19	\$ 2,105.15	\$ 90,118.42	\$ 1,875.86	\$ 28,532.26	\$ 184,504.88

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

TAXES ACCRUED AND PAID

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
TRUCK OPERATIONS—COMMON CARRIER					
Bee Line Transfer.....	\$ 4,247.10	\$ 1,126.60	\$	\$ 5,373.70	\$ 5,459.11
C. & H. Transfer Company.....	1,399.12	3,149.38	.....	4,548.50	5,089.98
Fogarty Brothers Transfer, Inc.	6,560.54	4,250.32	1,952.86	12,763.72	12,525.26
Green Brothers Transfer Company.....	910.36	.....	.....	910.36	910.36
Highway Transportation Company.....	570.47	.....	.....	570.47	569.48
Hunt Truck Line.....	10,871.14	.....	.....	10,871.14	10,445.76
Miami Transfer Company.....	455.30	.....	.....	455.30	420.99
Peters Truck Line.....	916.56	.....	.....	916.56	916.56
Union Express Freight Company, Inc.	11,596.69	.....	.....	11,596.69	11,596.69
Al Welch's Transfer.....	1,111.31	.....	.....	1,111.31	894.76
Total Truck Operations—Common Carrier.....	\$ 38,638.59	\$ 8,526.30	\$ 1,952.86	\$ 49,117.75	\$ 48,828.95

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

TAXES ACCRUED AND PAID

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
BUS OPERATIONS—COMMON CARRIER					
Air Base Bus Line, Inc.....	\$ 51,533.89	\$	\$	\$ 51,533.89	\$ 27,380.12
Coastal Stages.....	1,478.44	.....	.....	1,478.44	1,478.44
Cocoa & Peninsula Motor Lines, Inc.....	3,983.20	.....	.....	3,983.20	4,038.26
Florida-Alabama Motor Lines.....	57,853.73	.....	.....	57,853.73	10,256.77
Glades Motor Lines, Inc.....	24,497.78	.....	.....	24,497.78	21,516.20
Gulf Coast Motor Line, Inc.....	4,749.58	.....	.....	4,749.58	4,749.58
Hartsell Brothers Bus Line.....	6,214.71	.....	.....	6,214.71	5,765.66
Lee's Coach Line.....	87,189.47	70.95	.....	87,260.42	23,045.49
Miami-Opa Locka Bus Line, Inc.....	7,106.34	.....	.....	7,106.34	7,106.34
Miller, J. O. Bus Line.....	7,410.13	.....	.....	7,410.13	7,410.13
Monroeville Bus Company, Inc.....	16,211.11	.....	.....	16,211.11	16,240.12
Orange Lines, Inc.....	58,394.72	.....	.....	58,394.72	54,742.41
Orlando Transit Company.....	5,630.21	.....	37,824.48	43,454.69	29,507.52
Pass-a-Grille Beach Bus Line.....	4,040.23	.....	.....	4,040.23	4,040.23
Red Bus Line, Inc.....	1,504.10	.....	.....	1,504.10	1,217.67
Southern Tours, Inc.....	2,781.35	.....	.....	2,781.35	2,442.10
Stanley's Sightseeing & Taxicab Company.....	686.23	.....	867.60	1,553.83	1,553.83
Suwannee & Gulf Stages.....	644.79	.....	.....	644.79	695.69
Transit Lines, Inc.....	8,429.25	.....	.....	8,429.25	4,945.84
Weaver Coach Line.....	450.79	.....	.....	450.79	450.79
Wise Motor Line.....	1,764.25	.....	.....	1,764.25	1,764.25
Total Bus Operations—Common Carrier.....	\$ 352,554.30	\$ 70.95	\$ 38,692.08	\$ 391,317.33	\$ 230,347.44
COMBINATION BUS AND TRUCK OPERATIONS					
McJunkin Truck & Bus Line.....	\$ 4,950.28	\$	\$	\$ 4,950.28	\$ 4,035.83
St. Andrews Bay Transportation Company.....	109,631.06	.....	.....	109,631.06	38,617.45
Total Combination Bus and Truck Operations.....	\$ 114,581.34	\$	\$	\$ 114,581.34	\$ 42,653.28

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	REVENUE MILES			
	Average Miles of Road Operated	Freight, Express and Mail Trucks	Truck Trailers	TONS REVENUE FREIGHT CARRIED
TRUCK OPERATIONS—COMMON CARRIER				
Bee Line Transfer.....	28	47,520	.....	7,799
C. & H. Transfer Company.....	23	37,808	.....	1,675
Fogarty Brothers Transfer, Inc.....	56	211,898	26,487	8,657
Green Brothers Transfer Company.....	28	11,536	.....	888
Highway Transportation Company.....	53	16,485	.....	500
Hunt Truck Line.....	300	256,605	.....	14,898
Miami Transfer Company.....	23	14,401	.....	408
Peters Truck Line.....	37	15,096	.....	471
Union Express Freight Company, Inc.....	195	252,110	36,142	13,340
Al Welch's Transfer.....	66	42,162	.....	1,842
Total Truck Operations—Common Carrier.....	809	905,621	62,629	50,478

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE COMPANY
 (Gross revenues less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Average Miles of Road Operated	REVENUE MILES				REVENUE PASSENGERS CARRIED		Tons Revenue Freight Carried
		PASSENGER BUSES		Freight Express and Mail Trucks	Truck Trailers	Regular Tariff Rates	Excursion or Special Rates	
		Regular Service	Excursion or Special					
BUS OPERATIONS—COMMON CARRIER								
Air Base Bus Line, Inc.....	15	867,780	8,485			3,294,264		
Coastal Stages.....	63	78,442				28,462		
Cocoa & Peninsula Motor Lines, Inc.....	30	128,470				167,726		
Florida-Alabama Motor Lines.....	483	616,915	40,000			485,546		
Glades Motor Lines, Inc.....	353	789,661	15			400,665	810	
Gulf Coast Motor Line, Inc.....	37	179,463				104,256		
Hartsell Brothers Bus Line.....	6	278,094				437,356		
Lee's Coach Line.....	331	849,293				448,799		
Miami-Opa Locka Bus Line, Inc.....	40	297,556				380,000		
Miller, J. O. Bus Line.....	45	260,362				91,127		
Monroeville Bus Company, Inc.....	359	580,406				182,530		
Orange Lines, Inc.....	101	1,547,483				1,448,810		
Orlando Transit Company.....	231	167,429				133,436		
Pass-a-Grille Beach Bus Line.....	31	181,131				221,384		
Red Bus Line, Inc.....	20	70,180				70,049		
Southern Tours, Inc.....		106,479	1,101			36,327	112	
Stanley's Sightseeing & Taxicab Company.....	7	26,543				50,731		
Suwannee & Gulf Stages.....	38	47,024				4,477		
Transit Lines, Inc.....	26	239,598				468,482		
Weaver Coach Line.....	31	25,920				9,549		
Wise Motor Line.....	60	68,003				22,000		
Total Bus Operations—Common Carrier.....	2,306	7,406,232	49,601			8,521,976	922	
COMBINATION BUS AND TRUCK OPERATIONS								
McJunkin Truck & Bus Line.....	66	83,424		20,394		45,108		1,561
St. Andrews Bay Transportation Company.....	595	764,832	7,022	379,716		238,891		13,849
Total Combination Bus and Truck Operations.....	661	848,256	7,022	400,110		283,999		15,410

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	BUS OPERATIONS						
	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	The Greyhound Corporation
ASSETS							
Current Assets.....	\$ 202,571.75	\$ 4,988,187.55	\$ 2,059,190.91	\$ 8,957.50	\$ 347,402.94	\$ 5,292,324.70	\$ 6,307,461.44
Carrier Operating Property.....	108,280.52	8,015,129.59	1,684,164.20	20,045.75	412,275.56	6,146,096.78	3,655,995.14
Reserve for depreciation and amortization.....	46,628.36	3,984,755.97	871,792.51	6,720.00	135,069.73	2,614,890.37	1,448,176.55
Non-carrier operating property.....		92,731.91					
Reserve for depreciation and amortization.....		2,970.52					
Non-operating property.....			46,400.00				29,742.42
Reserve for depreciation and amortization.....			27,475.55				2,430.61
Organization, franchises and permits.....	1,797.33	35,718.37	1,734.13	22,500.00		46,410.43	
Reserve for amortization.....		3,307.98					
Other intangible property.....	14,050.00	3,470,685.48	720,413.93		101,782.25	2,821,562.26	1,027,137.74
Reserve for amortization.....		510,492.39					922,059.50
Investment advances—associated companies.....		609,813.74	14,544.51			204,060.54	27,337,683.45
Other investment advances.....		99,902.69	63,900.00		9,000.00	14,365.25	375,838.49
Special funds.....							14,920.00
Deferred debits.....	13,512.88	257,048.61	170,335.21		27,110.51	510,331.86	135,213.65
Total Assets.....	\$ 293,584.12	\$13,067,691.08	\$ 3,861,141.83	\$ 44,783.25	\$ 762,501.53	\$12,420,261.54	\$36,511,325.67
Contingent assets.....							

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	BUS OPERATIONS						
	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	The Greyhound Corporation
LIABILITIES							
Current liabilities.....	\$ 202,243.67	\$ 5,428,700.84	\$ 2,044,403.73	\$ 4,194.01	\$ 446,079.68	\$ 5,215,796.46	\$ 3,126,358.31
Advances payable—associated companies.....		57,737.45				50,786.44	
Other advances payable.....							
Equipment obligations.....		568,875.00				870,217.00	426,632.00
Other long-term obligations.....		22,875.00			11,340.00	752.96	88,410.00
Deferred credits.....			3,824.39		77.00	22,995.16	203,567.15
Reserves—insurance, injuries, loss & damage.....		130,400.00				66,450.16	226,345.32
Preferred capital stock.....		1,700,000.00				1,262,840.00	3,227,130.00
Common capital stock.....	75,000.00	1,018,153.85	683,200.00	20,700.00	157,168.23	1,270,700.00	18,309,101.79
Premiums and assessments on capital stock.....						381,800.00	
Non-corporate capital.....							
Unearned surplus.....	9,241.90	63,716.74		21,319.16			
Earned surplus.....	7,098.55	4,077,232.20	1,129,966.71	1,429.92	147,836.62	3,277,923.36	10,903,781.10
Total Liabilities.....	\$ 293,584.12	\$13,067,691.08	\$ 3,861,414.83	\$ 44,783.25	\$ 762,501.53	\$12,420,261.54	\$36,511,325.67
Contingent liabilities.....		\$ 581,837.50					Indeterminable

*-Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS*								BUS AND TRUCK OPERATIONS
	Acme Freight Lines Inc.	Central Truck Lines Inc.	Five Transportation Company	Flamingo Truck Lines Inc.	Great Southern Co. Inc.	K. & L. Transportation Co. Inc.	Overseas Transportation Trucking Co.	St. Johns River Line Company	Tamiami Trail Tours Inc.
ASSETS									
Current Assets.....	\$122,617.10	\$147,573.47	\$28,430.19	\$120,631.25	\$203,600.13	\$90,866.56	\$171,019.78	\$121,955.72	\$306,185.39
Carrier operating property.....	267,078.27	226,472.11	70,810.39	284,076.42	755,306.05	273,706.33	151,085.81	56,671.94	444,163.52
Reserve for depreciation and amortization.....	115,557.81	124,844.49	36,180.84	135,259.03	280,869.83	115,501.36	50,681.19	38,485.66	207,099.27
Non-carrier operating property.....								210,283.71	
Reserve for depreciation and amortization.....								112,861.45	
Non-operating property.....						2,261.35		5,749.05	
Reserve for depreciation and amortization.....									
Organization, franchises and permits.....	2,669.93			10,436.86	393.22	577.50	6,000.00		
Reserve for amortization.....									
Other intangible property.....	7,452.24	27,146.24	1,300.00	12,333.70	41,266.53			20,400.00	68,295.38
Reserve for amortization.....									
Investment advances—associated companies.....									
Other investment advances.....			395.67		6,882.15				4,903.44
Special funds.....					25,576.08				
Deferred debits.....	19,521.75	2,116.94	1,863.46	50,687.66	25,737.48	13,196.84	4,070.82	8,728.61	6,580.13
Total Assets.....	\$303,781.48	\$278,464.27	\$66,618.87	\$342,906.86	\$777,891.81	\$265,107.22	\$281,495.22	\$272,441.92	\$623,028.59
Contingent assets.....									

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS								BUS AND TRUCK OPERATIONS
	Acme Freight Lines Inc.	Central Truck Lines Inc.	Five Transportation Company	Flamingo Truck Lines Inc.	Great Southern Trucking Co.	K. & L. Transportation Co. Inc.	Overseas Transportation Co. Inc.	St. Johns River Line Company	Tamiami Trail Tours Inc.
LIABILITIES									
Current liabilities.....	\$193,143.30	\$96,300.19	\$ 8,751.38	\$114,913.33	\$244,894.73	\$122,564.17	\$106,777.54	\$130,503.34	\$373,064.44
Advances payable—associated companies.....									666,660.27
Other advances payable.....				9,000.00	3,728.01				
Equipment obligations.....	22,189.91	25,980.64	11,433.42	26,965.69	36,136.75		20,364.95	25,000.00	54,095.13
Other long-term obligations.....	15,504.24		5,716.70	32,409.96	92,000.00	40,560.00	119,000.00	22,886.41	
Deferred credits.....									
Reserves—insurance, injuries, loss & damage.....	8,692.36				14,110.90				
Preferred capital stock.....	59,700.00				4,114.83			24,600.00	
Common capital stock.....	10,000.00	81,000.00		107,000.00	163,841.50	5,000.00	11,500.00	9,888.00	13,000.00
Premiums and assessments on capital stock.....	5,325.00							84,879.08	
Non-corporate capital.....			40,717.37						
Unearned surplus.....				22,733.20	472.28	37,887.48			
Earned surplus.....	*50,773.33	75,183.44		29,884.68	218,592.81	59,095.57	23,852.73	*25,314.91	*483,791.25
Total Liabilities.....	\$303,781.48	\$278,464.27	\$66,618.67	\$342,906.86	\$777,891.81	\$265,107.22	\$281,495.22	\$272,441.92	\$623,028.59
Contingent liabilities.....									

*-Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

UNEARNED AND EARNED SURPLUS—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

BUS OPERATIONS

NAME OF ACCOUNT	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	The Greyhound Corporation
UNEARNED SURPLUS							
Balance at beginning of year.....	\$ 19,225.49	\$ 63,712.24	\$	\$ 21,319.16	\$	\$	\$
Additions during year.....	.....	4.50	.....	.....	.....	.....	.....
Deductions during year.....	9,983.59	.....	.....	.....	.....	.....	.....
Balance at close of year.....	\$ 9,241.90	\$ 63,716.74	\$	\$ 21,319.16	\$	\$	\$
EARNED SURPLUS							
Earned surplus or deficit at beginning of year...	\$ * 30,399.59	\$ 3,384,637.22	\$ 885,933.93	\$ * 3,205.03	\$ 65,638.20	\$ 2,466,128.57	\$ 9,410,609.91
Surplus credits applicable to prior years.....	.....	.....	.....	.....	70,856.96	.....	.....
Credit balance transferred from income account.....	37,498.14	1,371,549.28	653,964.78	1,775.11	110,097.19	1,349,257.75	5,023,541.67
Other credits to surplus.....	.....	.....	.....	.....	1,441.80	23,815.78	133,465.19
Total Credits to Surplus.....	\$ 7,098.55	\$ 4,756,186.50	\$ 1,539,898.71	\$ * 1,429.92	\$ 248,034.15	\$ 3,839,202.10	\$14,567,616.77
Surplus debits applicable to prior years.....	\$	\$	\$	\$	\$ 21,822.21	\$	\$
Debit balance transferred from income account.....	.....	.....	.....	.....	.....	.....	.....
Dividend appropriations.....	.....	645,320.75	409,932.00	.....	71,355.00	461,988.97	3,663,744.54
Appropriations to reserves.....	.....	.....	.....	.....	.....	.....	.....
Other appropriations.....	.....	.....	.....	.....	.....	.....	.....
Other debits to surplus.....	.....	33,633.55	.....	.....	7,020.32	99,289.77	91.13
Total Debits to Surplus.....	\$	\$ 678,954.30	\$ 409,932.00	\$	\$ 100,197.53	\$ 561,278.74	\$ 3,663,835.67
Earned Surplus or Deficit at close of year.....	\$ 7,098.55	\$ 4,077,232.20	\$ 1,129,966.71	\$ * 1,429.92	\$ 147,836.62	\$ 3,277,923.36	\$10,903,781.10

*-Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

UNEARNED AND EARNED SURPLUS—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS								BUS AND TRUCK OPERATIONS
	Acme Freight Lines Inc.	Central Truck Lines Inc.	Five Transportation Company	Flamingo Truck Liner Inc.	Great Southern Trucking Co.	K. & L. Transportation Co. Inc.	Overseas Transportation Co. Inc.	St. Johns River Line Company	Tamiami Trail Tours Inc.
UNEARNED SURPLUS									
Balance at beginning of year.....	\$.....	\$.....	\$.....	\$22,733.20	\$733.20	\$472.28	\$37,887.48	\$.....	\$.....
Balance at beginning of year.....	\$.....	\$.....	\$.....	\$22,733.20	\$472.28	\$37,887.48	\$.....	\$.....	\$.....
Additions during year.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Deductions during year.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Balance at close of year.....	\$.....	\$.....	\$.....	\$22,733.20	\$472.28	\$37,887.48	\$.....	\$.....	\$.....
EARNED SURPLUS									
Earned surplus or deficit at beginning of year....	\$ *4,470.52	\$56,965.78	\$.....	\$8,765.32	\$161,124.17	\$31,815.68	\$15,995.84	\$26,587.77	\$*548,367.66
Surplus credits applicable to prior years.....	.....	.....	.....	.....	4,180.52	816.50	.....	.....	.....
Credit balance transferred from income account....	5,012.03	25,777.61	.....	26,854.38	55,010.87	29,788.35	7,856.89	.....	64,576.41
Other credits to surplus.....	.....	.05	.....	.....	.....	.....	.....	310.77	.....
Total Credits to Surplus.....	\$541.51	\$82,743.44	\$.....	\$35,619.70	\$220,315.56	\$62,420.53	\$23,852.73	\$26,898.54	\$*483,791.25
Surplus debits applicable to prior years.....	\$8,272.84	\$.....	\$.....	\$.....	\$1,722.75	\$1,634.53	\$.....	\$37,883.03	\$.....
Debit balance transferred from income account....	.....	4,860.00	.....	.....	.....	.....	.....	.....	.....
Dividend appropriations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Appropriations to reserves.....	40,000.00	2,700.00	.....	.....	.....	.....	.....	.....	.....
Other appropriations.....	3,042.00	.....	.....	5,735.02	.....	1,690.43	.....	14,330.42	.....
Other debits to surplus.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Debits to Surplus.....	\$51,314.84	\$7,560.00	\$.....	\$5,735.02	\$1,722.75	\$3,324.96	\$.....	\$52,213.45	\$.....
Earned Surplus or Deficit at close of year.....	\$*50,773.33	\$75,183.44	\$.....	\$29,884.68	\$218,592.81	\$59,095.57	\$23,852.73	\$*25,314.91	\$*483,791.25

*-Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

INCOME ACCOUNT—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

NAME OF ACCOUNT	BUS OPERATIONS						
	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	The Greyhound Corporation
REVENUES							
Operating revenues.....	\$ 414,068.92	\$16,634,612.32	\$ 5,077,270.52	\$ 43,135.77	\$ 1,134,985.76	\$13,540,132.60	\$ 7,810,450.05
EXPENSES							
Operation and maintenance expenses.....	\$ 218,478.29	\$ 7,929,245.27	\$ 2,211,322.35	\$ 35,123.43	\$ 575,580.17	\$ 6,499,757.82	\$ 3,151,581.96
Depreciation expense.....	18,407.21	845,258.14	165,408.10	4,960.00	48,047.66	775,551.32	445,931.88
Amortization chargeable to operations.....			7,389.62				
Operating taxes and licenses.....	33,164.92	1,390,822.30	510,278.53	4,832.23	79,530.45	1,323,827.15	620,918.10
Operating rents—Net.....	4,015.22	1,027,708.66	48,066.96	45.00	* 10,537.61	101,063.21	186,719.18
Total Expenses.....	\$ 274,065.64	\$11,193,034.37	\$ 2,942,465.56	\$ 41,360.66	\$ 692,620.67	\$ 8,700,199.50	\$ 4,415,151.12
Net Operating Revenues.....	\$ 140,003.28	\$ 5,441,577.95	\$ 2,134,804.96	\$ 1,775.11	\$ 442,365.09	\$ 4,839,933.10	\$ 3,395,298.93
Rent for lease of carrier property—Debit.....		600.00					
Rent from lease of carrier property—Credit.....		6,603.50					
Net carrier operating income.....	\$ 140,003.28	\$ 5,447,581.45	\$ 2,134,804.96	\$ 1,775.11	\$ 442,365.09	\$ 4,839,933.10	\$ 3,395,298.93
Other income.....		74,749.89	3,144.77		160.68	3,874.95	4,316,016.05
Gross income.....	\$ 140,003.28	\$ 5,522,331.34	\$ 2,137,949.73	\$ 1,775.11	\$ 442,525.77	\$ 4,843,808.05	\$ 7,711,314.98
Income deductions.....	4,152.81	233,033.04	837.57		3,336.76	23,373.73	208,673.31
Net income before income taxes....	\$ 135,850.47	\$ 5,289,298.30	\$ 2,137,112.16	\$ 1,775.11	\$ 439,189.01	\$ 4,820,434.32	\$ 7,502,641.67
Provision for income taxes.....	98,352.33	3,917,749.02	1,483,147.38		329,091.82	3,471,176.57	2,479,100.00
Net Income transferred to Earned Surplus.....	\$ 37,498.14	\$ 1,371,549.28	\$ 653,964.78	\$ 1,775.11	\$ 110,097.19	\$ 1,349,257.75	\$ 5,023,541.67

Asterisk indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

INCOME ACCOUNT—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS								BUS AND TRUCK OPERATIONS
	Acme Freight Lines Inc.	Central Truck Lines Inc.	Five Transportation Company	Flamingo Truck Lines Inc.	Great Southern Trucking Co.	K. & L. Transportation Co. Inc.	Overseas Transportation Co. Inc.	St. Johns River Line Company	Tamiami Trail Tours Inc.
REVENUES									
Operating revenues.....	\$723,490.45	\$1,060,829.36	\$211,644.25	\$1,279,187.36	\$2,325,909.45	\$847,335.36	\$679,409.28	\$157,643.49	\$1,151,301.15
EXPENSES									
Operation and maintenance expenses.....	\$566,233.01	\$776,122.02	\$159,017.02	\$963,928.09	\$1,772,621.17	\$675,077.79	\$584,773.68	\$152,631.45	\$690,734.92
Depreciation expense.....	38,713.75	36,442.70	9,627.97	39,078.67	90,082.50	30,136.87	26,291.29	16,462.69	48,309.39
Amortization chargeable to operations.....				680.31					
Operating taxes and licenses.....	68,287.86	100,259.25	17,076.57	146,775.21	216,643.60	69,149.93	49,760.85	30,918.58	123,896.18
Operating rents—Net.....	33,102.29	79,296.66	2,673.10	63,848.81	59,559.93	10,937.77	4,428.75	1,841.44	14,997.83
Total Expenses.....	\$706,336.91	\$992,120.63	\$188,394.66	\$1,214,311.09	\$2,138,907.20	\$785,302.36	\$665,254.57	\$201,854.20	\$877,938.32
Net operating revenues.....	\$17,153.54	\$68,708.73	\$23,249.59	\$64,876.27	\$187,002.25	\$62,033.00	\$14,154.71	\$*44,210.71	\$273,362.83
Rent for lease of carrier property—Debit.....		1,500.00							
Rent from lease of carrier property—Credit.....									
Net Carrier Operating Income.....	\$17,153.54	\$67,208.73	\$23,249.59	\$64,876.27	\$187,002.25	\$62,033.00	\$14,154.71	\$*44,210.71	\$273,362.83
Other income.....		446.71					13,118.23		
Gross Income.....	\$17,153.54	\$67,655.44	\$23,249.59	\$64,876.27	\$187,002.25	\$62,033.00	\$14,154.71	\$*31,092.48	\$273,362.83
Income deductions.....	12,141.51	2,909.97	1,484.33	9,880.59	11,951.38	9,394.27	4,363.15	6,790.55	8,786.42
Net Income before Income Taxes.....	\$ 5,012.03	\$64,745.47	\$21,765.26	\$54,995.68	\$175,050.87	\$52,638.73	\$ 9,791.56	\$*37,883.03	\$264,576.41
Provision for income taxes.....		38,967.86		28,141.30	120,000.00	22,850.38	1,934.67		200,000.00
Net Income transferred to Earned Surplus.....	\$ 5,012.03	\$25,777.61	\$21,765.26	\$26,854.38	\$55,050.87	\$29,788.35	\$ 7,856.89	\$*37,883.03	\$64,576.41

*—Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY
(Gross revenue \$100,000 or more annually)

BUS OPERATIONS

NAME OF ACCOUNT	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	The Greyhound Corporation
OPERATING REVENUES							
Freight revenue—Common carrier.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....
Freight revenue—Inter-city.....	.....	.....	.....	.....	.....	.....	.....
Total freight revenue—Common carrier.....	.....	.....	.....	.....	.....	.....	.....
Freight revenue—Local service.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous terminal revenue.....	.....	.....	.....	.....	.....	.....	.....
Other operating revenue.....	.....	.....	.....	.....	.....	.....	.....
Total freight operating revenue.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....
Passenger bus revenue.....	\$ 404,918.89	\$16,239,884.52	\$ 4,906,767.52	\$ 43,135.77	\$ 1,071,515.16	\$13,284,055.75	\$ 7,506,177.76
Special bus revenue.....	615.28	72,731.16	28,588.80	.....	46,171.31	25,576.37	76,631.81
Baggage revenue.....	.....	983.09	1,649.32	.....	.....	556.85	391.51
Mail revenue.....	.....	1,259.33	624.00	.....	2,008.02	4,915.52	2,215.86
Express revenue.....	3,198.00	56,355.88	64,069.43	.....	5,284.75	70,804.86	67,627.76
Newspaper revenue.....	660.20	32,468.59	16,181.18	.....	3,782.46	32,186.12	37,132.69
Miscellaneous station revenue.....	.....	230,929.75	59,390.27	.....	1,922.13	93,782.88	120,252.31
Other operating revenue.....	4,676.55	.....	.....	.....	4,401.93	28,254.25	20.35
Total passenger operating revenue.....	\$ 414,068.92	\$16,634,612.32	\$ 5,077,270.52	\$ 43,135.77	\$ 1,134,985.76	\$13,540,132.60	\$ 7,810,450.05
OPERATING EXPENSES							
Equipment maintenance and garage expense....	\$ 29,063.37	\$ 1,939,802.06	\$ 463,978.74	\$ 5,501.25	\$ 135,204.58	\$ 1,528,428.33	\$ 700,195.91
Transportation expense.....	66,019.67	2,944,867.80	917,714.10	14,331.98	208,789.90	2,687,466.91	1,039,006.32
Station expense.....	27,349.75	1,409,754.37	373,711.24	3,112.88	108,562.66	1,106,833.39	529,421.63
Terminal expense.....	.....	.....	.....	.....	.....	.....	.....
Traffic, solicitation and advertising expense.....	7,575.55	302,410.29	128,945.34	1,812.14	19,413.71	217,486.42	126,078.12
Sales, tariff and advertising expense.....	.....	.....	.....	.....	.....	.....	.....
Insurance and safety expense.....	13,492.85	546,860.31	107,657.78	840.53	43,271.19	373,493.29	261,084.26
Administrative and general expense.....	74,977.10	785,550.44	219,315.15	5,924.65	60,338.13	586,049.48	495,795.72
Total Operating Expense.....	\$ 218,478.29	\$ 7,929,245.27	\$ 2,211,322.35	\$ 31,523.43	\$ 575,580.17	\$ 6,499,757.82	\$ 3,151,581.96

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNTS	TRUCK OPERATIONS								BUS AND TRUCK OPERATIONS
	Acme Freight Lines Inc.	Central Truck Lines Inc.	Five Transportation Company	Flamingo Truck Lines Inc.	Great Southern Trucking Co.	K. & L. Transportation Co. Inc.	Overseas Transportation Co. Inc.	St. Johns River Line Company	Tamiami Trail Tours Inc.
OPERATING REVENUES									
Freight revenue—Common carrier.....	\$509,836.40	\$721,645.94	\$138,570.85	\$894,328.75	\$1,665,384.29	\$594,132.74	\$500,967.03	\$122,152.64	\$272,916.37
Freight revenue—Inter-city.....	210,339.76	337,096.83	73,073.40	382,124.34	659,042.90	249,162.25	174,256.34	33,873.34	111,408.32
Total freight revenue—Common carrier.....	\$720,176.16	\$1,058,742.77	\$211,644.25	\$1,276,453.09	\$2,324,427.19	\$843,294.99	\$675,223.37	\$156,025.98	\$384,324.69
Freight revenue—Local service.....						1,689.08			
Miscellaneous terminal revenue.....	2,921.89	1,200.59		1,107.06	955.45	1,523.89	2,960.22	507.79	
Other operating revenue.....	392.40	886.00		1,627.21	526.81	827.40	1,225.69	1,109.72	
Total freight operating revenue.....	\$723,490.45	\$1,060,829.36	\$211,644.25	\$1,279,187.36	\$2,325,909.45	\$847,335.36	\$679,409.28	\$157,643.49	\$384,324.69
Passenger bus revenue.....									\$732,333.67
Special bus revenue.....									18,594.16
Baggage revenue.....									
Mail revenue.....									
Express revenue.....									7,659.14
Newspaper revenue.....									3,807.53
Miscellaneous station revenue.....									
Other operating revenue.....									4,581.96
Total passenger operating revenue.....									\$766,976.46
OPERATING EXPENSES									
Equipment maintenance and garage expense.....	\$97,591.78	\$115,625.48	\$29,583.78	\$148,966.62	\$283,875.89	\$109,061.43	\$117,432.89	\$14,361.74	\$137,074.13
Transportation expense.....	119,181.01	212,330.43	35,551.90	229,905.71	455,928.17	139,001.90	222,929.64	27,351.69	167,149.59
Station expense.....									74,253.53
Terminal expense.....	213,232.74	296,427.50	58,793.91	385,466.81	683,690.69	298,893.66	131,249.02	76,542.25	132,624.14
Traffic, solicitation and advertising expense.....									26,831.89
Sales, tariff and advertising expense.....	29,033.44	35,651.35	1,076.79	30,467.90	6,529.06	26,122.94	2,053.16	6,686.29	10,288.64
Insurance and safety expense.....	52,775.98	48,252.25	14,102.63	97,124.50	145,205.38	48,741.21	34,066.31	16,046.17	52,966.74
Administrative and general expense.....	54,418.06	67,835.01	19,908.01	71,966.55	138,630.98	62,256.65	77,042.66	11,643.35	89,546.26
Total Operating Expense.....	\$566,233.01	\$776,122.02	\$159,017.02	\$963,898.09	\$1,772,621.17	\$675,077.79	\$584,773.68	\$152,631.49	\$690,734.92

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
OPERATING TAXES AND LICENSES—ENTIRE COMPANY
(Gross revenue \$100,000.00 or more annually)

KIND OF TAX	BUS OPERATIONS						
	Alaga Coach Lines, Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	The Greyhound Corporation
Gasoline, other fuel and lubricating oil.....	\$ 11,820.48	\$ 431,063.79	\$ 212,574.59	\$ 3,435.29	\$ 41,402.93	\$ 541,029.58	\$ 179,501.54
Public utility taxes and licenses.....	13,558.89	559,178.64	207,423.15	585.44	19,314.90	520,381.32	244,120.61
Other licenses.....	516.66	1,516.73	.....	.....	12.50	4,064.04	2,318.99
Corporation taxes.....	25.00	2,432.07	.....	.....	202.50	6,329.92	16,064.88
Real estate and personal property taxes or gross receipts taxes.....	312.27	49,453.68	6,287.30	.....	2,592.17	82,816.68	10,272.96
Social security taxes.....	2,091.68	103,410.47	28,956.81	380.80	8,378.03	89,079.31	55,870.61
Federal and State capital stock and stock transfer taxes.....	3,812.50	89,003.12	47,500.00	.....	6,937.50	72,575.00	60,943.54
Federal excise taxes.....	846.83	154,763.80	7,536.68	430.70	689.92	6,736.17	52,868.19
Other taxes—Documentary, State Excise, use, and communications.....	180.61	.....	.....	.....	.....	815.13	* 1,043.22
Total Operating Taxes and Licenses...	\$ 33,164.92	\$ 1,390,822.30	\$ 510,278.53	\$ 4,832.23	\$ 79,530.45	\$ 1,323,827.15	\$ 620,918.10
PROVISION FOR INCOME TAXES							
Federal income tax.....	\$ 2,152.72	\$ 522,704.21	\$ 236,101.88	\$.....	\$ 29,711.62	\$ 245,403.92	\$ 942,100.00
Federal excess profits tax.....	95,039.87	3,189,828.16	1,247,045.50	.....	279,363.78	3,008,840.63	1,436,000.00
Other Federal income taxes.....	.....	.....	.....	.....	.....	160,932.02	.....
State income taxes.....	1,159.74	205,216.65	.....	.....	20,016.42	56,000.00	101,000.00
Total Provision for Income Taxes.....	\$ 98,352.33	\$ 3,917,749.02	\$ 1,483,147.38	\$.....	\$ 329,091.82	\$ 3,471,176.57	\$ 2,479,100.00

**—Indicates credit-refund.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
OPERATING TAXES AND LICENSES STATISTICS—ENTIRE COMPANY
 (Gross Revenue \$100,000.00 or More Annually)

KIND OF TAX	TRUCK OPERATIONS								BUS AND TRUCK OPERATIONS
	Acme Freight Lines Inc.	Central Truck Lines Inc.	Five Transportation Company	Flamingo Truck Lines Inc.	Great Southern Trucking Co.	K. & L. Transportation Co. Inc.	Overseas Transportation Co., Inc.	St. Johns River Line Company	Tamiami Trail Tours Inc.
Gasoline, other fuel and lubricating oil.....	\$29,964.49	\$45,784.85	\$10,701.86	\$65,162.44	\$107,293.02	\$40,642.76	\$21,253.22	\$ 9,735.95	\$49,835.48
Public utility taxes and licenses.....	25,859.00	37,992.57	2,738.72	35,175.47	72,530.92	13,797.92	11,115.26	15,977.24	56,275.49
Other licenses.....		715.64		21,601.35			8,959.66		
Corporation taxes.....				.50	82.50	11.50			
Real estate and personal property taxes or gross receipts taxes.....	1,087.87	221.19	701.14	1,748.89	3,722.86	2,016.74	49.80	1,162.74	165.34
Social security taxes.....	10,342.07	13,544.62	2,605.53	19,974.01	28,143.51	11,651.44	6,822.46	3,849.87	11,606.80
Federal and State capital stock and stock transfer taxes.....		1,250.00		1,656.25	1,875.00	500.00	937.50		3,750.00
Federal excise taxes.....	1,018.23	750.38	329.32	1,321.40	1,599.59	529.57	52.13		2,263.07
Other taxes—Documentary, state excise, use, and communications.....	16.20			134.90	1,396.20		570.82	193.01	
Total Operating Taxes and Licenses.....	\$68,287.86	\$100,259.25	\$17,076.57	\$146,775.21	\$216,643.60	\$69,149.93	\$49,760.85	\$30,918.58	\$123,896.18
PROVISION FOR INCOME TAXES									
Federal income tax.....	\$.....	\$11,147.28	\$.....	\$14,778.49	\$91,676.97	\$12,219.11	\$ 1,934.67	\$.....	\$*200,000.00
Federal excess profits tax.....		25,820.58		13,362.81	22,486.96	7,831.06			
Other Federal income taxes.....					5,836.07	2,800.21			
State income taxes.....									
Total Provision for Income Taxes.....	\$.....	\$36,967.86	\$.....	\$28,141.30	\$120,000.00	\$22,850.38	\$ 1,934.67	\$.....	\$200,000.00

*—Includes Federal excess profits tax.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
OPERATING STATISTICS—ENTIRE COMPANY
(Gross revenue \$100,000 or more annually)

I T E M	B U S O P E R A T I O N S							
	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	The Greyhound Corporation	Tamiami Trail Tours Inc.
PASSENGER VEHICLES IN INTER-CITY REVENUE SERVICE AT DECEMBER 31, 1942								
Owne d vehicles.....	17	467	124	3	54	457	215	27
Lease d vehicles.....		43		4				
Purchase d transportation.....	2		13		1	9		
Total.....	19	510	137	7	55	466	215	27
MILES OPERATED (including loaded and empty) OWNED AND LEASED EQUIPMENT								
Buses operated in inter-city service (regular routes).....	1,100,063	43,234,771	14,084,641		3,808,073	38,000,834	17,761,657	2,186,705
Buses operated in charter, sightseeing and other special service.....	1,092	230,907	86,855		160,414	173,041	219,091	62,539
Total.....	1,101,155	43,465,578	14,171,496	N.A.	3,968,487	38,173,875	17,980,756	2,249,244
PRUCHASED TRANSPORTATION								
Buses operated in inter-city service (regular routes).....	30,350		633,794		52,121	1,353,632		443
Total.....	30,350	N.A.	633,794	N.A.	52,121	1,353,632	N.A.	443

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942
OPERATING STATISTICS—ENTIRE COMPANY
 (Gross revenue \$100,000 or more annually)

I T E M	B U S O P E R A T I O N S							
	Alaga Coach Lines Inc.	Atlantic Greyhound Corporation & Subsidiary	Florida Motor Lines Corporation	Georgia- Florida Coaches, Inc.	Georgia Stages Inc.	Southeastern Greyhound Lines	The Greyhound Corporation	Tamiami Trail Tours Inc.
NUMBER OF PASSENGERS CARRIED								
Inter-city revenue, regular route.....	462,088	15,787,402	4,313,585	28,756	1,567,546	15,215,516	6,754,708	523,000
Charter, sightseeing and other special revenue..	181	23,039	26,284	.....	28,682	42,626	44,576	143,617
Total number of revenue passengers carried.....	462,269	15,810,441	4,339,869	28,756	1,596,228	15,258,142	6,799,284	666,617
Inter-city carried free (excluding employees)....	936	26,401	14,697	435	523	43,266	12,011	1,396
Total number of passengers carried....	463,205	15,836,842	4,354,566	28,791	1,596,751	15,301,368	6,811,295	668,013
Number of regular route inter-city passenger- miles (<i>A</i> for actual. <i>E</i> for estimated).....	E 21,515,350	A 1,106,985,279	E 327,117,835	E 1,470,000	E 62,701,840	A 932,477,352	A 484,966,000	E 26,117,256
PASSENGER REVENUE FROM								
Regular route inter-city service (Account 3200)...	\$404,918.89	\$16,239,884.52	\$4,906,767.52	\$43,135.77	\$1,071,415.16	\$13,284,055.75	\$7,506,177.76	\$732,333.67
Charter, sightseeing and other special service (account 3210).....	615.28	72,731.16	28,588.80	.....	46,171.31	25,576.37	76,631.81	18,594.16
Total Passenger Revenue (Accounts 3200 and 3210).....	\$405,534.17	\$16,312,615.68	\$4,935,356.32	\$43,135.77	\$1,117,586.47	\$13,309,632.12	\$7,582,809.57	\$750,927.83

N.A.—Indicates Not Available.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

OPERATING STATISTICS—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

ITEM	TRUCK OPERATIONS								
	Acme Freight Lines Inc.	Central Truck Lines Inc.	Five Transportation Company	Flamingo Truck Lines Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	Overseas Transportation Co., Inc.	St. Johns River Line	Tamiami Trail Tours Inc.
TRUCKS AND TRACTORS IN INTER-CITY REVENUE SERVICE AT DECEMBER 31, 1942									
Owne d vehicles.....	45	57	9	53	118	51	79	13	21
Lease d vehicles.....	1	20		8	322		2		
Total.....	46	77	9	61	440	51	81	13	21
MILES OPERATED IN INTER-CITY SERVICE OWNED VEHICLES—									
Trucks.....		184,530	50,755	601,165				49,521	41,275
Tractors.....	2,114,404	2,602,709	747,510	3,524,298	7,178,055	2,780,642	1,062,066	591,397	1,018,425
Total miles operated-owned vehicles.....	2,114,404	2,787,239	798,265	4,125,463	7,178,055	2,780,642	1,062,066	640,918	1,059,700
LEASED VEHICLES—Other than purchased transportation									
Trucks.....									14,159
Tractors.....		408,862		309,667			25,500		
Total miles operated—leased vehicles.....		408,862		309,667			25,500		14,159

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1942

OPERATING STATISTICS—ENTIRE COMPANY

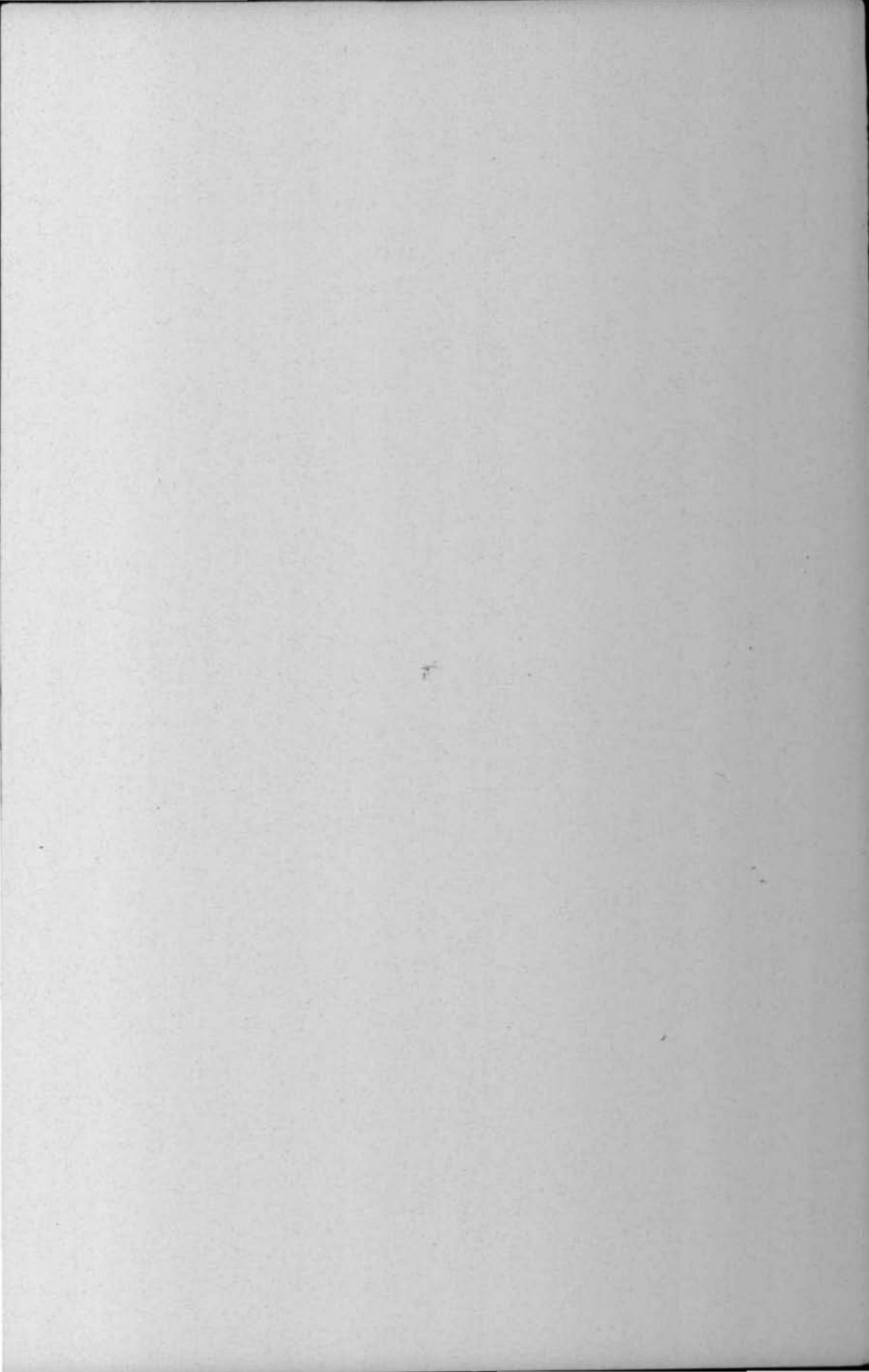
(Gross revenue \$100,000 or more annually)

ITEM	TRUCK OPERATIONS								
	Acme Freight Lines Inc.	Central Truck Lines Inc.	Five Transportation Company	Flamingo Truck Lines Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	Overseas Transportation Co., Inc.	St. Johns River Line	Tamiami Trail Tours Inc.
PURCHASED TRANSPORTATION									
Trucks.....									
Tractors.....	203,341	115,445		266,679	143,677	20,595	174,590		
Total miles operated—purchased transportation.....	203,341	115,445		266,679	143,677	20,595	174,590		
Total miles operated—all vehicles.....	2,317,745	3,311,546	798,265	4,701,809	7,221,732	2,801,237	1,262,156	640,918	1,073,895
Tons of revenue freight carried in inter-city service.....	59,186	82,497	20,990	84,714	174,789	94,126	49,499	45,685	36,520
Ton-miles, inter-city revenue freight.....	E 17,755,800	E 27,300,880	E 3,148,500	E 22,731,758	E 53,436,700	E 80,477,730	8,308,766	E 4,796,925	E 8,516,320
Freight revenue from inter-city service, in- cluding pick-up and delivery if provided for in linehaul rate.....	\$720,176.16	\$1,058,742.77	\$211,644.25	\$1,276,453.09	\$2,324,427.19	\$843,294.99	\$675,223.37	\$156,025.98	\$384,324.69
Revenue from local service.....						1,689.08			
Total freight revenue—Actual (accounts 3100, 3110 and 3120).....	\$720,176.16	\$1,058,742.77	\$211,644.25	\$1,276,453.09	\$2,324,427.19	\$844,984.07	\$675,223.37	\$156,025.98	\$384,324.69

E—Indicates estimated.



Ferry Companies



STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1942
GENERAL BALANCE SHEET—ENTIRE COMPANY
AT DECEMBER 31, 1942

ASSETS	**Bee Line Ferry, Inc.	Boca Grande Ferry Co., Inc.
INVESTMENTS		
Real property and equipment.....	\$ 313,796.16	\$ 15,949.33
Reserve for accrued depreciation.....	123,420.29	5,752.36
Intangible assets.....	60,204.62	
Total Investments.....	\$ 250,580.49	\$ 10,196.97
WORKING ASSETS AND ACCRUED INCOME		
Cash.....	\$ 33,129.78	\$ 111.53
Miscellaneous accounts receivable.....	820.01	968.24
Material and supplies.....	2,024.32	
Total Working Assets and Accrued Income.....	\$ 35,974.11	\$ 1,079.77
DEFERRED DEBIT ITEMS		
Insurance premiums paid in advance.....	\$ 139.20	\$
Other deferred debit items.....	3,850.09	
Total Deferred Debit Items.....	\$ 3,989.29	\$
Grand Total.....	\$ 290,543.89	\$ 11,276.74
LIABILITIES		
STOCK		
Capital stock.....	\$ 136,500.00	\$ 10,000.00
WORKING AND ACCRUED LIABILITIES		
Loans and bills payable.....	\$	\$ 2,902.25
Audited vouchers and wages unpaid.....	274.18	
Other working liabilities.....	2,450.50	1,000.00
Taxes accrued.....	2,870.65	80.01
Total Working and Accrued Liabilities.....	\$ 5,595.33	\$ 3,982.26
CORPORATE SURPLUS		
Profit and loss.....	\$ 148,448.56	\$ * 2,705.52
Grand Total.....	\$ 290,543.89	\$ 11,276.74
**—Ceased operations on August 15, 1942.		
*—Indicates deficit.		

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1942
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEM	BEE LINE FERRY, INC.	
	Debit	Credit
Balance at beginning of year.....	\$.....	\$ 137,709.28
Balance transferred from income account.....		10,531.24
Income tax refund.....		208.04
Credit balance at August 15, 1942.....	148,448.56	
Total.....	\$ 148,448.56	\$ 148,448.56

ITEM	BOCA GRANDE FERRY CO., INC.	
	Debit	Credit
Balance at beginning of year.....	\$ 1,504.16	\$
Balance transferred from income account.....	1,201.36	
Debit balance at December 31, 1942.....		2,705.52
Total.....	\$ 2,705.52	\$ 2,705.52

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1942
ANALYSIS OF TRAFFIC

ITEM	BEE LINE FERRY, INC.		BOCA GRANDE FERRY CO., INC.	
	Passengers	Vehicles	Passengers	Vehicles
Foot.....	4,769		927	
Trucks.....	1,871	3,190		47
Trailers.....		372		
Automobiles.....	27,411	22,604		446
Automobiles special.....	32	7		
Automobiles—Maximum rates.....	1,326	334		
Automobiles—Round trip.....				373
Excursions—Regular and week end.....	15,825	7,499		
Excursions—Return.....	15,169	7,165		
Buses.....	5,435	348		
Trucks—Round trip.....				42
Total.....	71,838	41,519	927	908

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1942

INCOME ACCOUNT—ENTIRE COMPANY

ITEM	Bee Line Ferry, Inc.	Boca Grande Ferry Company, Inc.
OPERATING REVENUES—TOLLS		
Trucks.....	\$ 6,067.25	\$ 501.50
Foot passengers.....	1,141.85	148.75
Passengers in automobiles.....	6,851.75	
Automobiles.....	34,612.50	3,516.50
Excursions.....	21,632.00	
Buses.....	1,647.50	
Trailers.....	325.45	
Miscellaneous.....	141.30	5.50
Total.....	\$ 72,419.60	\$ 4,172.25
Less refunds on unused tickets and coupons.....	1,467.67	
Net revenue from tolls.....	\$ 70,951.93	\$ 4,172.25
Miscellaneous operating revenues.....	911.27	11.40
Total Operating Revenue.....	\$ 71,863.20	\$ 4,183.65
OPERATING EXPENSES—		
MAINTENANCE OF EQUIPMENT		
Superintendence.....	\$ 143.85	\$
Repairs to vessels.....	3,732.38	101.05
Depreciation on vessels.....	8,185.27	949.86
Total Maintenance of Equipment.....	\$ 12,061.50	\$ 1,050.91
MAINTENANCE OF TERMINALS		
Wages.....	\$ 143.85	\$ 10.08
Docks, wharves, and buildings—Repairs.....	3,740.10	97.45
Depreciation on terminals.....	1,170.56	200.00
Total Maintenance of Terminals.....	\$ 5,054.51	\$ 307.53
TRAFFIC EXPENSE		
Advertising.....	\$ 3,352.71	\$
Stationery and printing.....	315.85	
Other traffic expenses.....	301.53	
Total Traffic Expenses.....	\$ 3,970.09	\$
TRANSPORTATION EXPENSE		
Wages and crew.....	\$ 16,743.16	\$ 1,219.00
Fuel and lubricants.....	5,603.50	431.85
Supplies.....	275.44	188.07
Total Transportation Expense.....	\$ 22,622.10	\$ 1,838.92
OPERATION OF TERMINALS		
Salaries of agents, clerks and attendants.....	\$ 790.98	\$
Light, heat, water and power.....	255.85	
Total Operation of Terminals.....	\$ 1,046.83	\$
Damage to property.....	\$ 60.50	\$

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1942
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	Bee Line Ferry, Inc.	Boca Grande Ferry Co., Inc.
GENERAL EXPENSE		
Salaries of general officers.....	\$ 3,811.40	\$ 1,642.00
Salaries of clerks and attendants.....	1,363.32	.....
General office supplies.....	41.86	.....
Law expense.....	432.99	.....
Insurance.....	3,760.83	.....
Other general expenses.....	2,883.77	510.45
Total General Expenses.....	\$ 12,294.27	\$ 2,152.45
Total Operating Expenses.....	\$ 57,109.80	\$ 5,349.81
Net revenue from ferry operations.....	\$ 14,753.40	\$ * 1,166.16
Taxes accrued.....	4,222.16	35.20
Net income transferred to profit and loss.....	\$ 10,531.24	\$ * 1,201.36
*—Indicates debit item or deficit.		

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